



ALL HANDS

APPROVED: THE NEW ALL-ENLISTED UNIFORM

JUNE 1971





ALL HANDS

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• **FRONT COVER:** NAVY PETTY OFFICER JOSEPH T. JAMES models the service dress blue uniform which will be authorized for enlisted men in grades E-1 through E-6 to be phased in in mid-1973. James is an AMS1; however, the only uniform available for modeling purposes was the one shown with a 2nd class crow. For details on the uniform change, see the cover story, page two. Photography by PHC T. J. Cobb and PH1 D. R. Mohr.

• **AT LEFT: GETTING READY**—Navy scuba divers clad in wet suits prepare to go below to perform a job which would have been impossible in the days of hard-hat divers who wore the heavier and more cumbersome equipment.



From Recruit to Admiral

ONE UNIFORM FOR ALL

Phase-In period begins in '73

THE SHARP LOOKING NAVYMAN in the cover picture is AMS1 Joseph T. James. He's modeling the new uniform which will be authorized for all Navymen in grades E-6 and below effective 1 July 1973.

This means those rumors you heard are true: The sailor suit and white hat are on the way out.

Following the most extensive and dramatic uniform change in the history of the Navy, all Navymen—from recruit to admiral—will wear the same basic service dress blue uniform.

There is no need to describe the cut of the new enlisted uniform, because it's the same as the blue uniform now worn by officers and chief petty officers.

However, considerable attention was paid to selection of buttons and hat insignia, so there would be no problem in distinguishing a chief petty officer from a man in one of the lower grades.

- The uniform coat will have silver buttons (CPOs and officers wear gold buttons).

- The hat is the same as the CPO/officer combination cap, or "hard hat," except for a new silver hat insignia (eagle and letters USN) and silver chin strap buttons.

- Rating insignia, chevrons and hashmarks will not change and will be worn on the left sleeve of the coat in the same manner as now worn on a jumper.

The uniform fabric will come in winter and summer weights. Experts still are looking at different fabrics—blends, serges, etc.—with a view toward finding the one which is most appropriate for Navy use. Whatever fabric is selected, it will be the best available at the time and will be certified by the Navy Clothing and Textile Research Unit, Natick, Mass.

THE CHANGE FOLLOWS a Navywide poll conducted last December by the Navy Personnel Research and Development Laboratory. Those polled—1200 officers and 1700 enlisted men in Newport, Norfolk, Pensacola and San Diego—had a 95 per cent "confidence level," which means they represented the views

of 95 per cent of all Navymen, based on analysis of individual factors such as grade, type of duty, enlistment/obligated service status, career plans and other data.

These men were asked for opinions on five different proposals to change the Navy uniform:

(A)—Replace the service dress blue uniform for petty officers in grades E-4, E-5 and E-6, with a coat-and-tie type uniform similar to the CPO uniform, except single-breasted.

(B)—Same as proposal (A), except for all enlisted men, grades E-1 through E-6.

(C)—Adopt a single-breasted coat design uniform for all officers and enlisted men.

(D)—Extend the present double-breasted coat design uniform worn by officers and CPOs to Navymen in grades E-1 through E-6.

(E)—Make no change.

Responding to these proposals, 60 per cent of the officers and 80 per cent of the enlisted men favored some sort of change. Greatest support for a change to an officer-type of uniform for enlisted personnel came from junior officers and, not surprisingly, from those who wear the sailor suit—men in grades E-1 through E-6.

The consensus was that proposal (D) should be adopted, and that's what the Navy is doing. It is significant to note that the Navywide poll showed 92 per cent of all officers and CPOs are happy with their present uniform.

At this point, you probably have a number of questions about details of the changeover. We'll attempt to guess what they are, and provide the answers:

You say the new uniform is authorized effective 1 July 1973. Why wait two years?

No major change to the uniform can be made overnight. Although two years does sound like a long time, there are many considerations behind the 1 July 1973 starting date, and the most positive determining factor

ONE UNIFORM FOR ALL

is—to the amazement of no one—one of economy. The Department of Defense requires that the Navy reduce its present supply of jumper-type uniforms to acceptable levels before introducing a new one. Best estimates are that 1 July 1973 is the earliest date the Navy will be able to reduce its stock sufficiently.

Moreover, a change of this magnitude costs many millions of dollars. There are no means by which the Navy can come up with such a large amount of money and, more to the point, regulations require that replacement uniforms be purchased from the clothing maintenance allowance system. This means that each sailor must purchase his uniforms out of his monthly maintenance allowance. Over a two year phase-in period, the present allowance would be sufficient to purchase the new uniform items. Even so, the Navy expects to receive an increase in this allowance commencing on the 1 July 1973 introduction date which will ensure the least financial strain on all hands.

As a matter of fact, the 1 July 1973 starting date actually is about one year earlier than would be possible if any new uniform design had been selected. Remember, although the uniform is new to you, it is not new to the Navy; it is an established item which went through wear and design tests long ago—tests which take about one year.

Will the uniform be an issue item?

Yes and no. Beginning 1 July 1973, recruits will be issued the new uniform at boot camp (assuming the Navy has reduced its jumper-type uniform supply to approved levels).

Other Navymen who possess sailor-style uniforms will have two years to purchase the service dress blues.

Effective 1 July 1975, the sailor suit will have been phased out and the service dress blue coat-and-tie uniform will be required for all Navymen except those with an EAOS prior to 1 July 1976.

Will those men promoted to E-7 still get a uniform allowance?

Yes, but not as much as now, due to the dramatic reduction in personal expenditures upon promotion to chief petty officer. You'll already have your service dress blues; you will merely have to change the buttons and rate insignia. You will already have the "hard hat," chin strap and white cap cover, so to make a

CPO hat you will need only a new cap device and gold buttons. Other standard CPO items such as tropical khaki uniforms will, of course, be required.

How much will the new items cost?

Two service dress blue uniforms, four white shirts and the combination cap and insignia will cost about \$108.

Where do I purchase the uniform?

Small stores. Sufficient quantities of service dress blue coats and trousers in both summer and winter weights should be in stock by 1 July 1973 to begin recruit issue and to commence sale to E-6 and below.

What will the E-1 to E-6 seabag consist of when the change has been made?

Two service dress blue uniforms (one winter weight, one summer weight); tropical white long uniforms (you already have these); and working blue uniforms which now are replacing dungarees. Black shoes and socks will be worn with all of these uniforms.

What about headgear?

The officer/CPO combination cap with white cover will be worn with service dress blue and tropical white long uniforms. A baseball-type cap with appropriate insignia (silver grade chevrons and eagle) will be worn with the working uniform.

Does this mean the white hat will be retired with the sailor suit?

Yes.

Won't a service dress blue uniform be awfully hot for wear in the summertime?

Not necessarily. It is the weight of a suit, and how closely it is woven, that primarily determines how "hot" it will be. For example, an 11-ounce white suit would be hotter than a 9-ounce blue suit of similar weave when worn indoors. If both color suits were of the same weight and weave, it is true that the blue uniform would be somewhat "hotter" if exposed to the direct rays of the sun over a period of time. However, don't forget you'll still have tropical white long for wear in the summer.



What about overcoats?

A new raincoat described as "the sharpest looking raincoat you've ever seen" will be introduced next year for men in grades E-1 through E-6. The peacoat will be retained for wear in cold weather.

Will the seabag, as such, be eliminated?

There are no plans to do away with the familiar canvas seabag.

Change to Affect Officers And CPOs

Although to a much lesser degree, officers and CPOs will also see some change to their uniform requirements. Beginning on 1 July 1973, service dress khaki will become optional for all officers and CPOs and will be abolished on 1 July 1975. All present working and tropical khaki uniforms will, however, be retained. Chief petty officers will have a further modification to their bag—the service dress white uniform will become optional and then abolished in accordance with the same timetable outlined for service dress khaki.

What about a suitcase for my service dress blues?

There are no plans to introduce a suitcase into the recruit issue or small stores sale networks. Most men will probably want to travel with a plastic suitbag for their service dress blues.

You say that service dress blues will be sold in small stores. What about tailoring?

Defense Department regulations permit free alterations only for recruit issue clothing at boot camp. After that, you're on your own. With any kind of luck you will be able to make your purchase "off the rack" with no alterations required. If you are hard to fit, a tailor at the Uniform Shop, Navy Exchange, or a civilian tailor can make alterations for you.

One of the many reasons in the past for not changing the uniform has been lack of storage space aboard ship. How does the Navy now reconcile this?

The new enlisted wardrobe will contain considerably fewer items. This means proportionately more room for storage. Also, as any regular reader of ALL HANDS knows, greater emphasis is now being placed on shipboard habitability. Areas of improvement include more and better living space for the Navyman aboard ship.

One final question: What is early reaction to the change?

We looked and looked in the Washington area, but couldn't find anyone in grade E-6 or below who did not approve of the change. One chief grumbled about losing another tradition but, for the most part, officers and CPOs alike viewed the change as evolutionary and not revolutionary.

AMS1 James, our cover subject who works in BuPers and has been wearing a sailor uniform for 16 years, seemed to speak for the majority: "It's great." (The caption for the cover picture, on page 1, explains why he is wearing the chevrons of a 2nd class—when asked to model the uniform, this was the only one available.)

No doubt many Navymen will feel the way James must have felt when his wife saw him in the new uniform and beamed and remarked, "he looks so handsome. I'm so excited."

—JOCS Dan Kasperick



SELF -

Here's Our Second Follow-up

AS THE WORD HAS SPREAD about the Seabees Ashore/Self-Help Program (see March issue), its momentum has steadily increased. At locations ranging from San Miguel in the Republic of the Philippines to McMurdo Station in the Antarctic, Navymen have been eagerly pitching in with Seabees to improve the living and recreational facilities.

One of the most comprehensive self-help programs—and the first to begin operation in the Pacific—is the one at San Miguel. Self-help isn't anything new at San Miguel—station beautification projects had been done in the past, but the transients and other temporary personnel lacked the technical expertise needed to undertake large-scale projects.

WHAT IS NEW AT SAN MIGUEL is the shift in emphasis from operational effort to people effort. In a move to increase the rate of improvements—which had been slow under the old system—San Miguel's CO, Captain E. J. Burke, formalized the self-help program last August with a local instruction that created a self-help improvement council and a staff to give technical advice and planning assistance. The council met, and San Miguel has been changing ever since then.

The first job to be undertaken was a major improvement of the CPO club which was done—appropriately enough—by some of the station's chiefs who volunteered their off-duty hours for the cause. The project involved improving the structure of the building by installing steel I-beams, paneling the rooms, installing a second-hand, 20-ton, central air-conditioning unit, and putting in a false ceiling. Cost estimates had been made previously and it was determined that, if contracted, the cost of the work would have been \$67,000. Through the self-help program, the

Left top to bottom: This is how Galley One at NAS Jacksonville looked for 30 years. (2) Galley One as it now looks after three months of rehabilitation. (3) More than 200 persons who helped make the old dining hall renovation possible attended the ribbon cutting by VADM Robert L. Townsend, COMNAVAIRLANT. (4) In just three months, volunteer workmen had the galley's interior rep paneled and new lighting, a lowered ceiling and air-conditioning installed. Left: Members of CBU 410 at NAS Jacksonville put the finishing touches to a soft drink "island" roof. Right: Self-helpers at NAS Chase Field recently completed this sauna bath. Right center: Also at Chase Field, louvered partitions are being removed and metal stud walls (far right) with doors are being constructed to provide acoustical privacy.

HELP Roundup II

on Self-Help Accomplishments by Naval Units and Commands in Recent Months

completed project cost only \$3200.

The decision for selecting the CPO club renovation as the initial project was a matter of applied psychology by CAPT Burke. If the chiefs became involved in the program, he figured, they might later impart some of their enthusiasm to their men — and right he was.

After this initial success, the program really started rolling—RMCS Ed Warren was selected to lead the self-helpers, and all departments were canvassed for volunteers to do self-help on a full-time basis. In response to a request for Seabee assistance from the Pacific Naval Construction Forces, Detail Wallaby — consisting of four men from MCB 133 — was assigned to San Miguel to give technical guidance.

THE FIRST COMBINED EFFORT was directed toward modernizing the dining hall — which, incidentally, houses the food services operation that has won five Ney awards. The workers put in a paneled wall with acoustical tile finish between the main dining area and the serving line, installed and wired 20 large air-conditioners, and added some electrical fixtures in the CPO dining area.

The men set a goal to finish this project by Thanksgiving — less than two weeks after they started — and, through hard work and self-sacrifice, they were able to meet their self-imposed deadline. They worked nights so the dining hall could stay open during regular meal hours, and Detail Wallaby's CE2 Jerry Pentlicky spent many hours as a "working" supervisor of the electrical chores.

Ever go to the library to wash your clothes, or to the laundromat to check out a book? Well, if there was some confusion at San Miguel during the conversion, there isn't any more — thanks to the efforts of the self-helpers, the old Naval Station library is now

a laundromat complete with washers and dryers and clothes-folding tables in two of the nearby enlisted barracks.

USING A PROGRESSIVE APPROACH to "maximizing" barracks floor area, the self-helpers are planning to use partitioning for more privacy, decentralizing the barracks heads — and using the old ones for community areas, and constructing hot lockers for seabag storage.

Long range plans at San Miguel include:

- Renovation of the EM Club.
- Building handball and tennis courts and expanding the pistol range.
- Construction of guesthouse facilities.
- Building a new hobby shop.
- Renovation of the officers' club.

By all indications, San Miguel's program is a success. Feedback through representatives of the self-help improvement council has indicated favorable acceptance of the various projects — for example, CSC Jerry Alphin has noted an increase in the number of people eating in the chow hall since the air-conditioning was installed.

The Seabees of Detail Wallaby have considerably enhanced the operation — according to CAPT Burke, production has increased 100 per cent since their arrival. Many of the jobs — for instance, the complex electrical and plumbing work — could not have been done on a self-help basis alone.

A good example of the spirit and teamwork between the Seabees and the self-helpers was when a pneumatic hammer was being used to remove portions of the concrete decks in two barracks in order to make room for plumbing fixtures. Each man wanted to try operating the machine and, according to safety in-



SELF-HELP Roundup II

structor BU2 Whitehead and Chief Warren, all the men learned a great deal that day.

San Miguel's self-helpers have other interests in common — they even formed their own softball team — but their main pursuit is improving the living conditions of San Miguel's people. Their efforts don't go unnoticed — with visible evidence that "someone cares" about the enlisted men, the over-all station morale was noted to be extremely high.

DUE TO THE INITIATIVE of some men in MCB 4, Camp Kinser now has a basketball court. Several basketball and handball courts had previously been planned for the Okinawa base, but couldn't be funded.

Some of the basketball enthusiasts suggested that one of the tennis courts could double as a temporary basketball court. After obtaining approval for the project, the self-helpers used available materials and, by working during free time, they were shooting hoops by the end of the week.

VOLUNTEER WORKERS at McMurdo Station have finished construction on Antarctica's first Acey-Deucey Club. Built to accommodate about 100 patrons, the club serves the 1st and 2nd class petty officers of Antarctic Support Activities, Antarctic Development Squadron Six, CBU 201, and the Navy Nuclear Power Unit Detachment.

Self-helpers from each of McMurdo's four commands put in a total of about 1500 manhours to transform a former grounds maintenance building into a pleasant after-hours lounge.

The new club includes the white continent's "longest bar" — a 35-foot "L"-shaped counter — and more furniture, including tables, chairs and bar stools is expected to arrive by ship soon. Future plans for the social center include the scheduling of live entertainment by local performers, and the addition of a pool table and shuffleboard.

MARINES WORKING WITH THE SEABEES from Davisville, R. I., have modernized the old open-wing barracks at Quonset into separate apartment-type living quarters.

During an average work day, a five-man Seabee detachment was joined by four Marines in converting the World War II barracks into seven attractive rooms, each designed to house up to four men.

The barracks renovation — which was the first project of this kind for the Davisville-Quonset military complex — involved repairing the plumbing and heating systems, upgrading the electrical system with new fixtures and power outlets, adding insulation to exterior walls and roof spaces, and decorating the interior.

AT QUONSET POINT, even the ladies jumped into the act. The Officers' Wives Club of Antarctic Development Squadron Six (VXE-6) was instrumental in improving the living conditions for the squadron's enlisted men who reside in NAS Barracks 49 when not deployed to the Antarctic.

The wives contribute \$30 each year toward barracks improvement. This year, while the squadron was deployed with Operation Deep Freeze, they used the donation to buy 200 yards of braid material to make window curtains. Working with that and two sizable donations — 400 yards of four different kinds of material from Palisade Industries, and 50 yards of fabric from another civic organization — the wives made a total of 160 pairs of curtains for the barracks. Excess material was used to reupholster chairs in the TV lounge, and a framed painting was donated to add to the decor.

EVER SINCE CBU 412 WAS FORMED in March, its Seabees have been busy supervising various improvements at the Charleston Naval Station.

Work accomplished to date includes grading of



parking lots, and electrical wiring for a new automotive hobby shop. Sidewalks totaling 1800 feet were laid at the Naval Weapons Station with the help of Seabee Reservists.

One of the major projects is the erection of a 144-car, enclosed storage building where men on deployments may keep their cars. Other assignments still in the planning stages include the assembling of two 20' x 48' prefabricated aluminum buildings for office space and tool storage, and the construction of a 40' x 100' steel building to house mechanical shops for all trade ratings.

WITH A LITTLE TIME and about \$200,000 in building materials, some Seabees and self-helpers turned a vacant lot into a 108-unit mobile home park that was filled to capacity on opening day.

The monthly rental rates — for space and the necessary hookups for utilities — are in the neighborhood of \$30.

Last August, over 250 military families owned mobile homes in the San Diego area, but were unable to find spaces in civilian trailer parks. The new park at NAS Miramar should help ease that situation, but after just two days, there was already a big waiting list.

NAVYMEN AT NAS JACKSONVILLE are now dining in style at Galley One, which was completely renovated through the station's self-help program. The once colorless chow hall is now — after three months and 3252 manhours of hard work — a modern dining hall already claimed by many to be one of the Navy's finest.

Credit for the actual work went to Navymen from the Aircraft Maintenance Department (AMD) and the newly commissioned CBU 410 and to civilians from the Navy Exchange. A special citation was awarded to Charles Meyer, an interior decorator for

the exchange, who created the galley's unique Spanish design.

The completely air-conditioned galley — which before resembled a large drill hall with a high, arched ceiling — now has a lowered acoustical ceiling with new lighting. The dining hall is partitioned into several areas, each with colorful new wood paneling.

The galley now includes soft drink and beer machines, and a wider variety of foods — all of which contribute to the fact that each meal draws about 200 more people than previously, according to CSC Frederick Taylor.

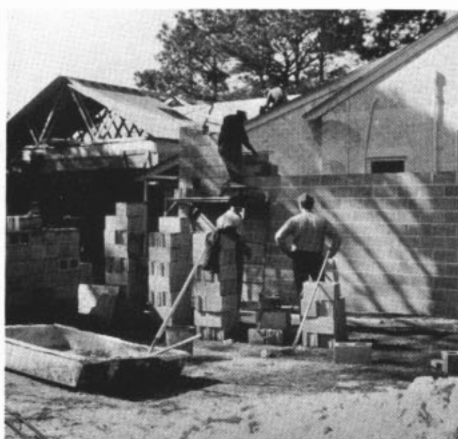
Another innovation which has received an excellent response is the "Family Night" supper policy. One evening each month, the galley opens its doors to enlisted men's families and friends for an exceptional meal — usually of national or ethnic origin — at very reasonable prices.

For socializing and relaxation, two lounges are being added to the galley, complete with decorative planters, mirrors, furniture and carpeting.

AS THE SELF-HELP SPIRIT HAS SPREAD, Navymen who have pitched in have found that they can do a lot more than they ever expected and — if you're interested in helping yourself — you can too.

—JO2 Jim Trezise

From left: Self-help personnel at the U. S. Naval Communication Station, San Miguel, installed this quarry tile floor. (2) VXE-6 wives display curtains which were presented to the Navymen of VXE-6. (3) Construction problems are discussed. (4) Recreation building, called the Lake House, at NAS Memphis was built by Recreation Dept. personnel with Self-help assistance. (5) Short-Stay recreation camp at Naval Station Charleston now has boat piers, thanks to Self-help. (6) The Seabee unit working with Self-help at Cory Field is renovating the CPO Club. (7) With Self-help assistance, the Seabee unit at NAS Pensacola constructed 20 covered boat stalls.



PLANE CAPTAIN

A "Brown-Shirt"
In Charge of a
Multi-Million
Dollar Machine



Above: Plane captain and squadron supervisor discuss equipment requirements with a pilot. Below: Using hand signals, the pilot and plane captain begin silent communication to check the movable parts of the aircraft.



STANDING HIGH ABOVE THE FLIGHT DECK in a place known as "vultures' row," you watch the aircraft roar off the carrier. You spot a small group of men near the island, straining to see the troubleshooter give each pilot a thumbs-up. They seem to hold their breaths as the aircraft speed off the catapult and into the sky. Finally the show is over and the men turn and walk slowly away with chain link tie-downs hanging at their sides.

These are the plane captains, who usually are non-rated men with six months to a year in the Navy. Each is in charge of a multimillion dollar machine. The duties are many and the responsibility is great, but, as one 19-year-old airman explained, "It's a great feeling to say 'that's my plane.'"

The plane captain observes all work done to his aircraft, holds daily and preflight checks, keeps the plane clean and may perform minor maintenance. One veteran plane captain described the duty as "Long hours, wash planes and carry chains."

At sea, the plane captain is better known as a "brown shirt." Beginning as a striker, he teams up with an experienced plane captain to learn the many facets of his job. His working days average 16 hours and even more, and may start at any hour. He must learn everything from hand signals to cockpit readings, and after a month or two of training, must pass a long list of qualifications before he can receive the title of plane captain.

"The job is not bad once you learn the routine," said one newly appointed plane captain on board *USS John F. Kennedy* (CVA 67). "And it's interesting because you have so many things to check. No two days are the same."

THE JOB RESULTS IN A CLOSE RELATIONSHIP with the pilots. "When I walk across the flight deck before a launch," said one pilot, "the first person I want to see is the plane captain to be sure that everything is operating properly. I make a visual check of my aircraft before launch, but his is more thorough."

The plane captain makes sure the pilot is securely strapped in the aircraft. Then, they begin a conversation without words. Using hand signals, the plane captain inspects movable parts of the aircraft while the pilot checks related instruments inside the aircraft. After this, a salute from the pilot says "thank you" as the aircraft taxis to the catapult.

For a while the routine is broken. While the aircraft are gone, the plane captains gather in the line shack for a game of cards, some extra sleep, or to write letters home.

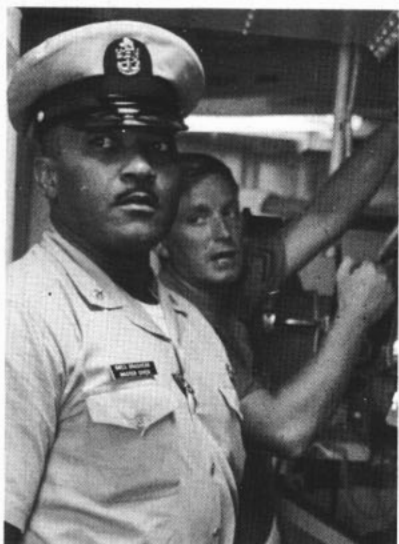
When the recovery of aircraft begins, the plane captains will return to the flight deck with their chain link tie-downs and watch and wait as one by one the aircraft hook onto the arresting cables which stretch across the flight deck.

—Story by JO3 Gene Romano;
Photos by PH3 John F. Moore.



Above: Applying power to the giant bird, the plane captain prepares his aircraft for launch. Below: After the launch, the routine is broken. The plane captain and a flight deck crewman remove the tiedown chains.



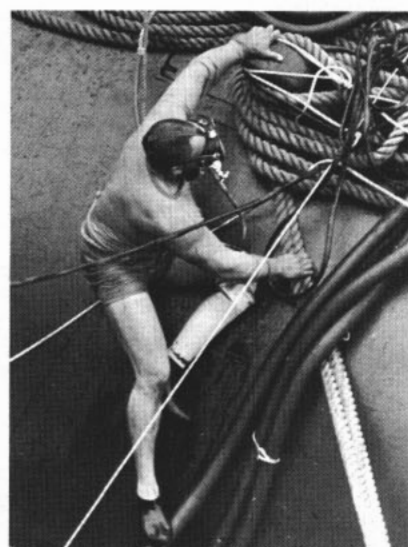
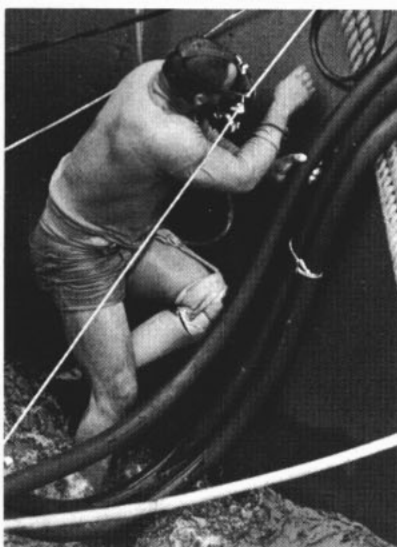


*Just An Average Sailor
Doing His Job As A*

MASTER DIVER



Senior Chief Boatswain's Mate and Master Diver Carl M. Brashear carries out his daily duties on board the fleet ballistic missile submarine tender USS Hunley (AS 31) as well as on board the subs tied alongside.



SENIOR CHIEF BOATSWAIN'S MATE AND MASTER DIVER Carl M. Brashear is used to publicity, but he still doesn't care for it. He refers to himself as "just an average sailor doing my job." He is doing his job, but he is certainly not average.

Chief Brashear is in charge of the divers assigned to the fleet ballistic missile submarine tender *uss Hunley* (AS 31). There are less than 60 master divers in the Navy and Chief Brashear joined their ranks just before reporting to *Hunley*. That in itself would not be unusual, except for the fact that Brashear is the Navy's first Negro master diver, and that he did it without the benefit of a good portion of his left leg.

The accident happened off the coast of Palomares, Spain, in 1966. In the early spring of that year two American airplanes collided and dropped their nuclear weapons into the sea. Brashear was part of the team sent to locate and salvage the bombs.

On 23 March, Brashear was aboard the salvage ship *uss Hoist* (ARS 40) when a cable parted, catching a length of pipe and hurling it across the deck at a pair of men. Brashear pushed another Navyman out of the way; he describes it as a reflex action. But the pipe caught him in the left leg.

HE WAS FLOWN to the Portsmouth Naval Hospital, where doctors labored for two months to save the leg. When it became clear, however, that the limb would never be useful again, Brashear chose to have it amputated, so he could get right down to the business of learning to use an artificial one. He vowed he would walk on the new limb the first day he had it; he was

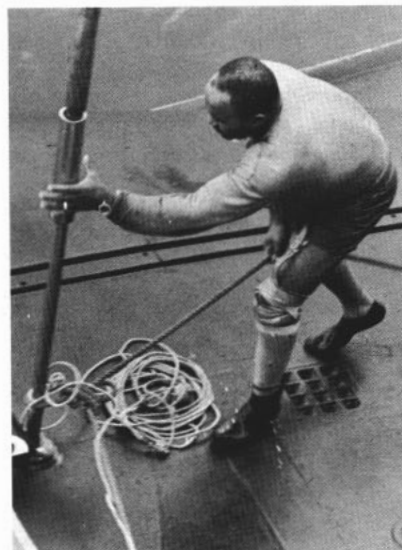
as good as his word. With the help of the hospital commandant, he set up an exercise program that included climbing several flights of stairs daily, loaded down with weights.

Determined to fight any attempt to give him a medical discharge, Brashear eventually made a trip to Washington, D. C., to prove to skeptics that he could perform his duties as a diver. Initially doubtful, medical authorities put him through five days of rigorous tests and were very impressed with the results. They gave him the go-ahead to continue his work and he was reinstated as a first class diver in October 1967.

Chief Brashear has had a remarkable career in the Navy since 1948, when he enlisted as a steward in an aircraft carrier. His interest in diving dates from an incident off the coast of Texas, when he watched the recovery of a jet lost overboard. Since then he's been stationed in Guam, the Republic of Korea and Hawaii. His present job aboard *Hunley* is complex and demanding, involving the installation and connection of flanges and underwater fittings, salvage inspections and rigging tasks for moving machinery by crane.

HE OFTEN TAKES PART in underwater work for the sheer pleasure of it. One of his biggest responsibilities is supervising operation of the shipboard hyperbaric chamber, where high pressure oxygen treatment can be provided for the victims of diving accidents and other injuries.

—DM2 William P. Thomas



BY NOW YOU HAVE PROBABLY ADJUSTED your budget to the semimonthly payday schedule which was effective last July. And, no doubt, you've found an outlet for your share of the money in the January 1971 pay raise. So what else is new? Here are some recent developments on the subject of pay.

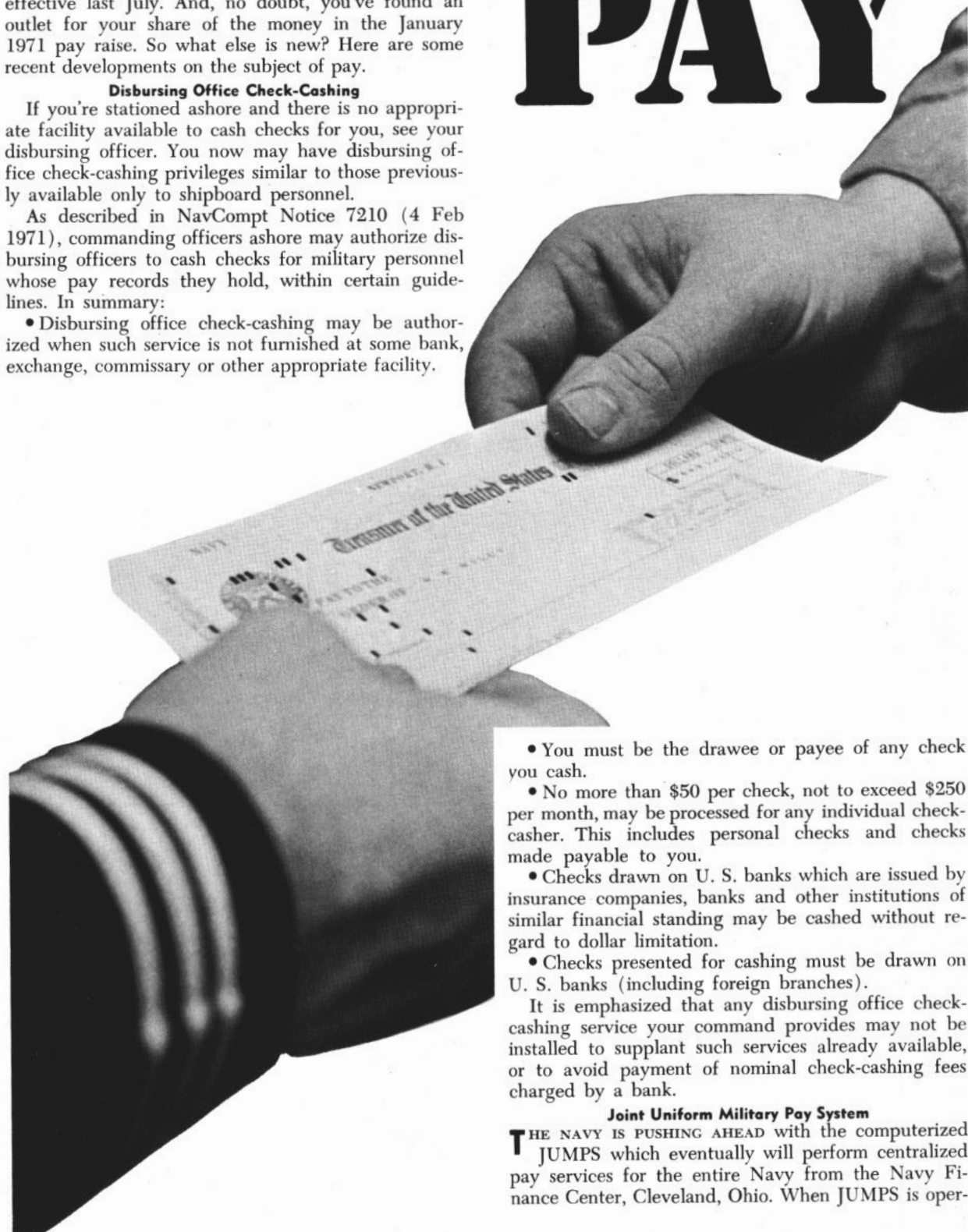
Disbursing Office Check-Cashing

If you're stationed ashore and there is no appropriate facility available to cash checks for you, see your disbursing officer. You now may have disbursing office check-cashing privileges similar to those previously available only to shipboard personnel.

As described in NavCompt Notice 7210 (4 Feb 1971), commanding officers ashore may authorize disbursing officers to cash checks for military personnel whose pay records they hold, within certain guidelines. In summary:

- Disbursing office check-cashing may be authorized when such service is not furnished at some bank, exchange, commissary or other appropriate facility.

PAY



- You must be the drawee or payee of any check you cash.

- No more than \$50 per check, not to exceed \$250 per month, may be processed for any individual check-casher. This includes personal checks and checks made payable to you.

- Checks drawn on U. S. banks which are issued by insurance companies, banks and other institutions of similar financial standing may be cashed without regard to dollar limitation.

- Checks presented for cashing must be drawn on U. S. banks (including foreign branches).

It is emphasized that any disbursing office check-cashing service your command provides may not be installed to supplant such services already available, or to avoid payment of nominal check-cashing fees charged by a bank.

Joint Uniform Military Pay System

THE NAVY IS PUSHING AHEAD with the computerized JUMPS which eventually will perform centralized pay services for the entire Navy from the Navy Finance Center, Cleveland, Ohio. When JUMPS is oper-

ational, errors in pay transactions will be cut to a minimum and you will know exactly what you receive in pay and allowances.

Your pay record will be maintained by computer at the central site, but you will continue to be paid by your local disbursing office which will receive computer read-outs. You will receive a full breakdown of your paycheck once a month, plus a monthly reading of your accrued leave balance. Also, your pay will be computed two paydays in advance, which will, among other things, make it easier to figure advance pay when you're being transferred. (For more on JUMPS, see the pay article in the next column.)

Millionth Allotment

THE FINANCE CENTER recently processed the one millionth allotment with optical character readers (scanners) which were placed in operation in November 1969 as part of the transition to JUMPS.

The computer scanners read forms typed with a special face, and analyze and record all the information needed to complete allotment transactions. Under the system, the time it takes to start or stop an allotment is now a matter of days instead of weeks, and there is less chance of error in processing. As a matter of record, AME2 Robert L. Borkenhagen of Fleet Air Reconnaissance Squadron 3 at Guam initiated the millionth computer-scanner allotment—although he didn't know it at the time.

Payday Schedule

A FEW NAVYMEN still are confused about the semi-monthly pay schedule which became effective for all commands on 1 Jul 1970. Until then, COs had the option of holding paydays either biweekly (every other Tuesday, for example) or semimonthly (usually the 15th and 30th). To review the current procedure:

- Regularly scheduled paydays are held twice monthly, based on two pay periods. The first period covers the first through the 15th of the month; the second covers the 16th through the last day of the month.

- Any entitlements you accrue during these periods (including flight pay, combat pay, leave rations, etc.) should be reflected in your paycheck. Generally, add all your monthly pay and allowances, subtract any amounts withheld (such as for federal tax, Social Security, allotments and housing), and divide by two. This should give you the amount of your paycheck; you normally should receive two equal payments each month.

- Unless the commanding officer directs otherwise, regular paydays are held on the 15th and 30th or the last day of the month, with the following exceptions: When the 15th, 30th or last day falls on Saturday, Sunday or holiday, payday is held on the last working day preceding that date. But you are paid for the entire pay period. For example, if the 15th falls on a Monday, which happens to be a holiday, payday

will be held on Friday the 12th, and the amount paid is the amount due you through the 15th.

JUMPS

To assist Navy personnel in acquiring a better understanding of various factors that constitute total pay, each member is to be provided with a statement of earnings not later than 30 Oct 70. Statements will be issued thereafter to a member on a when-requested basis.—CNO (Z-15)

IN Z-15 LAST AUGUST, the chief of Naval Operations asked disbursing offices to participate actively in the campaign to humanize the Navy. In later Z-grams, CNO directed that the Navy Finance Center in Cleveland have personnel available seven days a week to answer questions and otherwise assist disbursing offices and Navymen with individual questions. No one should be required to stand in a disbursing line for more than 15 minutes, the choice of receiving cash or a check should be available to shipboard Navymen, and the processing of claims should be speeded up wherever possible.

These changes and another innovation, the Joint Uniform Military Pay System, are working to produce a smoother disbursing service and a new and different paycheck.

The system will change drastically under JUMPS. Instead of the familiar pay record the DKs maintain for you in your disbursing office, your record will be a batch of magnetic dots on less than one inch of magnetic tape stowed in the Navy Finance Center.

EVENTUALLY, all military personnel may be paid by check and receive statements of earnings each payday, including those on board ships in foreign ports. The earnings statement will show how much was earned, how much was deducted for allotments and how much was withheld for Social Security and taxes. It also will show how much your next check should be, how much leave you have on the books, and generally will provide a sounder basis for you to budget your pay.

JUMPS will provide top military managers with the capability of accessing a massive pay information data bank for information required in the business of running the modern Navy of today. For example, a recent request by a DOD study group on the quadrennial review of the pay system was made for detailed information regarding the number of men paid reenlistment bonus each year since 1966 and the average payment made to each for the five-year period ending 31 Dec 1970. To provide this type of information from clerical pay record files would be nearly impossible and certainly not economically feasible.

However, the Navy Finance Center, Cleveland, by writing a special program, accessed the Reenlistment Bonus Data Bank (an operating segment of JUMPS)

and, in less than 48 hours after receiving the request from BuPers, had the report in the mail with the results phoned on ahead to the waiting customer. This type of service is possible only through the capabilities of a flexible computerized system. One of the primary objectives of JUMPS is to provide our money managers this type of management information system.

IN THE FUTURE, your name, Social Security Account number, and leave time will become magnetic pulses traveling through tape heads and ferrite core memory to produce your next paycheck.

Chances are you couldn't care less how it is done, as long as you are paid twice a month. But the rapid computer response to inquiries and the additional benefits computers provide will aid your disbursing office and help to ensure that you receive an accurate paycheck.

PAYDAY AFLOAT



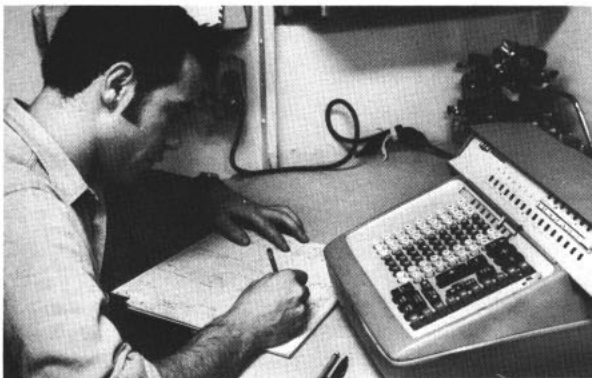
FOR NAVYMEN ON BOARD SHIPS operating out of Newport, R. I., the mechanics of payday at sea begin at the Newport Forces Afloat Finance Office. Newport ships receive money from the Afloat Office disbursing officer, Lieutenant (jg) A. M. Dietrich, a bonded U. S. Treasury agent (as are other disbursing officers) who draws funds for official disbursements.

The shipboard pay routine is based on cash payment and differs slightly from ship to ship. Generally, the ship's disbursing clerk (DK) maintains a pay record for each man assigned. He determines the amount due for a given pay period, and posts a list on a bulletin board so all hands can fill out pay receipts in advance.

If a man does not want to draw all of his pay, the list has a column in which he may state the amount



Left: The disbursing officer counts the money out to match the amount on the verified pay receipt. Top: After a DK makes the final count against the pay receipt, the Navyman receives his pay. Above: An inquiring sailor learns more about his pay record. Below: DK strikers receive valuable training at the Afloat Office.



desired. The balance will be carried over on his account. Or, he can indicate that he would like to have his pay in the form of a check (an option directed by CNO in Z-40).

In order to get the money for payday from the Afloat Finance Office, the ship's disbursing officer draws a check for the amount he needs, in his own name. Then, accompanied by a disbursing clerk (also sidearms), he picks up the money the day before payday. The bills are counted out by the funding officer and then recounted by the ship's disbursing officer. Since disbursing officers are accountable for any shortages, the counting is precise. (Some disbursing officers use "tickometers" which can count 100 twenties—\$2000—in 10 seconds.)

The money is moved to the ship's safe and final preparations are made for payday. The DK goes over the pay list and writes checks for those who requested them.

PAYDAY FOLLOWS A SET ROUTINE. You fill out a pay receipt and hand it to the DK who checks it for accuracy and compares the amount with the amount on the money list. The DK passes the receipt on to the disbursing officer who has the money in front of him and counts out the amount shown. He then passes the money and the receipt face down to the next DK who counts the money to see if it matches the amount of the receipt. If this final counting checks out, you get paid.

Meanwhile—back at the Forces Afloat Finance Office—paychecks are processed for members of the CRUDESANT staff and certain other Navy men in the area such as Project Transition participants and crewmembers of fleet tugs. The office's five DKs distribute more than 1200 paychecks each month.

At present (and until JUMPS becomes effective), the individual pay records are maintained by hand, and paychecks are produced by data processing equipment located at the Navy Supply Center. The checks are punched and printed four days before payday in order for each to be verified.

ALTHOUGH THE MAIN FUNCTION of the Afloat Office is to disburse funds to the fleet, it spends much of its time performing a variety of services for ships in port. If a ship doesn't have a DK, the Afloat Office can assume full disbursing duties, including payday functions. If a ship's disbursing officer wishes, the DK on board can work in the Afloat Office while the officer is busy with material readiness and other in-port collateral duties.

Perhaps the most valuable service is training offered by the Afloat Office for inexperienced DK strikers. The office's five DKs—two DKCs, one DK1, one DK2 and one DK3—have the expertise on which a trainee can draw to learn almost anything he needs to know about shipboard disbursing duties.

—Story and Photos by JO2 Richard Riley

Monthly Earnings Statement

The monthly earnings statement you may request from your disbursing office is for the most part self-explanatory. If you need a guide, here's a look at the statement received on 1 February by Charlie Noble, who is in pay grade E-5 and has over two years' service (pay entry base date—PEBD—is 5 Jun 1968).

On the entitlement side, Charlie draws \$366.00 in basic pay, \$70.20 quarters allowance, \$4.50 clothing allowance and \$45.60 commuted rations. He does not draw proficiency pay or special pay such as sea duty pay, hostile fire pay, overseas pay, diving pay or incentive pay for hazardous duty (submarine, aviation, parachute, demolition duty, etc.), so these spaces are blank. Other entitlements could include payments for dislocation, travel, temporary lodging, interim housing or cost of living, depending on the individual situation.

Charlie's monthly credits total \$486.30.

On the deductions side, Charlie has an allotment for \$18.75 which each month is automatically mailed to his credit union from the Navy Finance Center. Withholding for federal income tax is \$50.10, and \$3.00 is withheld for Servicemen's Group Life Insurance. Charlie's contribution to Social Security is \$19.03. If he had received advance pay, or was paying off a fine, these amounts would be listed.

Charlie's deductions total \$90.88. This leaves \$395.42 net monthly pay, which means two \$197 paydays. If you check these figures, you'll find that Charlie was underpaid 71 cents per payday. This is because amounts less than one dollar are carried over on the pay record and paid off in full when the books are closed out twice each year, 30 June and 31 December.

Noble, Charles W.		0731559	5 Jun 1968	3	11E
NAME (LAST FIRST)		FILE/SERVICE NO	PEBD	PAY GRP ENST CODE	
ENTITLEMENTS			DEDUCTIONS		
BASIC PAY	366.00	CLOTHING	4.50		
QUARTERS	70.20	BASE ALLOWANCE	45.60		
SPECIAL (SPECIFY)		PROF PAY			
INCENTIVE PAY		OTHER (SPECIFY)			
OTHER (SPECIFY)		OTHER (SPECIFY)			
			FEDERAL TAX	50.10	3.00
			SOCIAL SECURITY	19.03	
			ADVP		
			OTHER		
			OTHER		
			NET MONTHLY PAY 395.42		
MONTHLY EARNINGS STATEMENT AS OF 1 FEB 1971			CASH 197-		
MICROFILM FORM 2207 18 70					

VRB & PRO PAY

AS A RESULT OF THE LATEST REVIEW of all ratings for VRB eligibility, several changes in the Variable Reenlistment Bonus Program will become effective on 1 July of this year.

The proposed budget will provide \$59.6 million for the Navy's VRB Program and \$43.4 million for the Proficiency Pay Program for fiscal year 1972. Funds allocated for the VRB Program will continue to provide lump sum payments for 50 per cent of all VRB enlistees.

Eight new ratings have been added to the VRB eligibility list, and two others have been moved to higher award levels.

The Aviation Anti-Submarine Warfare Technician (AX) and the Missile Technician (MT) ratings have

been added to the eligibility list at Multiple Level Four; Aviation Support Equipment Technician (AS), Photographer's Mate (PH) and Gunner's Mate Missiles (GMM) have been added to Multiple Level Three, and Hospital Corpsman (HM) to Multiple Level Two. Upon their establishment on 1 Sep 71 and 1 Jan 72, respectively, the new Electronics Warfare Technician (EW) and Hull Technician (HT) ratings will be included in Multiple Level Four. The Gunner's Mate Technician (GMT) and Instrumentman (IM) ratings have been upgraded to level Four from levels Three and Two, respectively, and the Data Processing Technician (DP) rating will drop to Multiple Level Three.

BECAUSE ADEQUATE CAREER MANNING LEVELS have been attained in the Commissaryman (CS), Storekeeper (SK), and all Construction Battalion (CB) ratings, VRB eligibility for these rates has been terminated.

Here is the VRB eligibility list for fiscal year 72

Rating	Multiple	Rating	Multiple
Air Controlman (AC)	4	Radarman (RD)	4
Aviation Fire Control Technician (AQ)	4	Radioman (RM)	4
Aviation Electronics Technician (AT)	4	Shipfitter (SF)	
Aviation ASW Operator (AW)	4	(rating disestablished 1 Jan 72)	4
Aviation ASW Technician (AX)	4	Sonar Technician (ST)	4
Boilerman (BT)	4	Aviation Electrician's Mate (AE)	3
Communications Technician		Aviation Ordnanceman (AO)	3
(CTI, CTM, CTO, CTR and CTT)	4	Aviation Support Equipment	
Damage Controlman (DC)		Technician (AS)	3
(rating disestablished 1 Jan 72)	4	Communications Technician	
Data Systems Technician (DS)	4	Administrative (CTA)	3
Electrician's Mate (EM)	4	Data Processing Technician (DP)	3
Engineman (EN)	4	Gunner's Mate Missiles (GMM)	3
Electronics Technician (ET)	4	Machinery Repairman (MR)	3
Electronics Warfare Technician (EW)		Opticalman (OM)	3
(eff. 1 Sep 71)	4	Photographer's Mate (PH)	3
Fire Control Technician (FT)	4	Patternmaker (PM)	3
Gunner's Mate Technician (GMT)	4	Quartermaster (QM)	3
Hull Technician (HT) (eff. 1 Jan 72)	4	Signalman (SM)	3
Interior Communications Electrician (IC)	4	Torpedoman's Mate (TM)	3
Instrumentman (IM)	4	Trademan (TD)	3
Machinist's Mate (MM)	4	Aerographer's Mate (AG)	2
Missile Technician (MT)	4	Aviation Structural Mechanic (AM)	2
Ocean Systems Technician (OT)	4	Disbursing Clerk (DK)	2
Photographic Intelligenceman (PT)	4	Hospital Corpsman (HM)	2

THE SUPERIOR PERFORMANCE PAY PROGRAM, which was also under recent study by DOD, includes some major changes that will take effect on 1 July.

Special groups—including recruiters, recruit company commanders, SERE instructors and career counselors—now receiving Superior Performance Pay will be eligible for a new type of Proficiency Pay, as will a new group, rating control petty officers. This new pay category, called Special Duty Assignment Pay, was established to help the services recruit and keep an adequate volunteer manpower level in critical assignments. Rates of \$30 and \$50 per month are authorized for this category.

For purposes of clarification, the Proficiency Pay for specialized people with critical skills has been renamed Shortage Specialty Pay. One rating and 16 NECs have been added to the Shortage Specialty Pay eligibility list, and one rating and one NEC will move up for higher awards. The new skills are:

- Electronics Warfare Technician (EW) at P2-\$75 (eff. 1 Sep 71)

- NECs SF-4931 through 4939, and SF-4951 through 4956 at P3-\$100.

- IM-8493 at P1-\$50.

The Gunner's Mate Technician (GMT) rating and NEC IC-4724 have been upgraded to P2-\$75.

ADEQUATE MANPOWER LEVELS have been attained in four NECs, which will begin drawing the special phase-out rates of \$50 and \$25 as follows: NEC RM-2395 will draw the special rate of \$50 per month, and NECs TM-0719, TM-0721 and IC-4722 will receive \$25 per month.

Here is the entire Pro-Pay eligibility list for fiscal year 72.

- P3-\$150 award (approximately 4600 men in two ratings and 11 NECs—ratings AQ and DS, NECs ET-1541, ET-1542, 336X, and 339X (except 3391).

- P3-\$100 (approx. 7400 men in 81 NECs)—ST-042X, ST-043X (except 0439), ST-045X, ST-048X, ST-049X (except 0496, 0497 and 0498), TM-074X (except 0744 and 0745), FT-115X (except 1153 and 1154), FT-117X, FT-119X (except 1196), 330X (except 3301, 3302 and 3303), 332X, 333X, 335X (except 3359), 338X (except 3389), SF-493X, SF-495X, 5311, 5341, AQ-796X (except 7965 and 7966) and AQ-7973.

- P2-\$75 (approx. 27,000 men in 10 ratings and 49 NECs)—AT, AV, AW, ET, EW (eff. 1 Sep 71), FT, GMT, OT, ST ratings and CTI, CTM, CTO, CTR and CTT rating branches; NECs RD-031X (except 0312), RD-0333, RD-0334, RD-0335, GM-098X, GM-099X, ET-1539, ET 1543, ET-1545 through ET-1549, RM-321X (except 2312 and 2313), RM-2333, DP-272X, DP-277X, 331X, 334X, 3391, IC-4274.

- P1-\$50 (approx. 900 men in five NECs)—NECs TM-0718, 3359, 3389, 5342 and HM-8493.

- Special Duty Assignment Pay (approx. 4800 men)—Recruiters, Recruit Company Commanders, SERE Instructors and Rating Control Petty Officers will receive P1-\$50 SDA Pay; Career Counselors will receive P1-\$30 SDA Pay.

- Special Termination Pay of \$25 a month (approx. 600 men)—NECs MT-1317, RM-2393 and 8394.

Approximately 600 men will begin the phase-out from the Pro-Pay Program. Beginning July 1, 1971, those men in NEC RM-2395 will drop to \$50 per month, and those in NECs TM-0719, TM-0721 and IC-4722 to \$25 per month.

VIETNAM PAYDAY

DISBURSING CLERKS IN VIETNAM sometimes must go to great lengths to ensure that Navymen are paid on schedule. Seabees, particularly, often are difficult to reach.

The disbursing office of Mobile Construction Battalion Three, for example, is at Camp Haskins, Da Nang, but many of the battalion's 750 members are detailed to construction projects far from home base.

Right top to bottom: A sandbag bunker provides the necessary support for a cashier's window. (2) Members of NMCB Three's Detail Aquarius sign pay forms at their job site. (3) A Seabee has a smile as wide as the spread of Military Payment Certificates he received.

Twice each month, four of the battalion's DKs take to the road, air and water, to make sure the Seabees are paid. Most payments can be made within a 120-mile radius of Da Nang, but at least one DK team must catch a C-130 passenger flight to Saigon, and from there rely on resourcefulness and luck to reach the pay points.

Travel in the Delta can be difficult, but the DKs' ingenuity is apparent. The men hitch rides in dump-trucks, helicopters or riverboats, whatever is available to take them where they want to go.

DK1 N. R. Arca, DK2 R. R. Shock and DK3s H. P. Baker and J. E. Joseph have traveled 26,000 miles on such runs to make payments totaling over \$250,000.

—Story by EA3 J. Douglas Breen;
Photos by PH1 A. F. Easley



pomfret

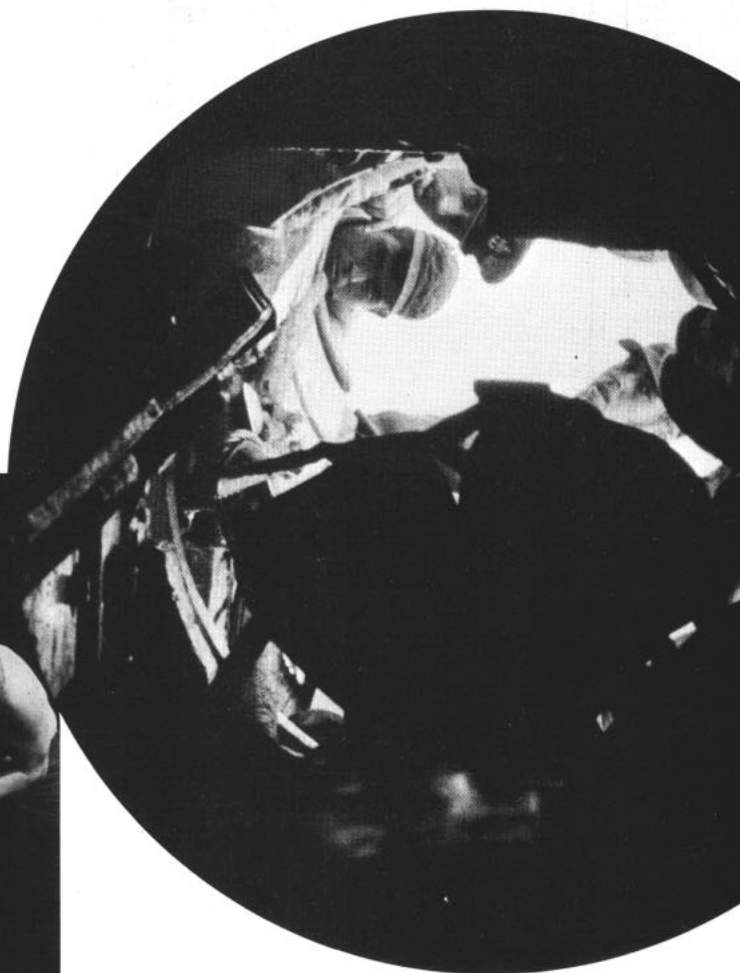
Below: The seaman gang is responsible for keeping the submarine clear of underwater grass growth. Right: Torpedomen aboard USS *Pomfret* (SS 391) guide a "fish" out of its tube for inspection.



THE SPACES ARE SMALL, passageways narrow and the odor of diesel fuel continually assaults the nostrils. There are only two showers aboard, and one of them is used for storage and the other is mostly for emergencies. There is no laundry. The air-conditioning system, which frequently breaks down, is not much help, and temperatures throughout the boat often pass the 100-degree mark. Since there are more men than bunks, the crew has a first-come-first-sleep schedule. The usual procedure is for men who are off duty to claim the bunks of those who go on watch.

These negative aspects of life aboard an old diesel-electric submarine might sound overwhelming, but the men of USS *Pomfret* (SS 391) wouldn't trade sea duty with anyone.

Commissioned late in World War II—although



early enough to win five battle stars in the Pacific — *Pomfret* continues to operate in the Far East and her 80 officers and enlisted men keep her tight, smart and true to her old form.

Of 20 submariners interviewed during a brief cruise aboard *Pomfret*, not one said he would, if given the chance, swap duty with a surface ship Navyman. Positive factors such as submarine pay, an abundance of good chow and — most important — camaraderie, help keep morale high.

THE CONFINING ENVIRONMENT demands cooperation with and trust in your shipmates, and this is especially appreciated when the depth sounding is given at 2000 fathoms—that's 12,000 feet to the bottom, and the pressure at such depths could shatter a small vessel like so much fine crystal.

The man next to you is more than just another shipmate. In case of fire, collision or other emergency, he is a critical link between life and death, safety



Top left: An MM1 lights off the diesel engine. Above: EM1 awaits word to switch to batteries as SS 391 prepares to dive. Top right: Meals aboard USS *Pomfret* are served family style. Center right: The battery cells are checked periodically for possible overcharging. Right: A diver goes below to make an inspection of the hull.

and disaster. You trust him and he trusts you. There is no alternative.

The rich and lasting camaraderie of submarine service begins at New London, Conn. Only volunteers with above-average Navy test scores are accepted for submarine school, a six-week course which includes the basics of submarine theory and characteristics, mental stress and emotional stability tests, and an escape procedure from 100 feet down.

The latter is considered the ultimate in physical tests for a prospective submariner. The student enters a chamber which settles at the bottom of a 100-foot tank. He then leaves the chamber and makes his way to the surface, unaided by artificial breathing devices.

After training at New London, the prospective submariner works for six to seven months in a sub under close supervision. He listens, asks questions, and performs various duties he eventually will do on his own; he develops a working knowledge of the jobs of everyone on board. He must know each tank and each

complete electrical and hydraulic system, and must be able to trace these throughout the length of the boat and to fire a torpedo, if necessary.

"CERTAIN JOBS must be done, and it really doesn't matter who does them," said one *Pomfret* Navyman, "and when the diving alarm goes, everyone gets busy in a hurry."

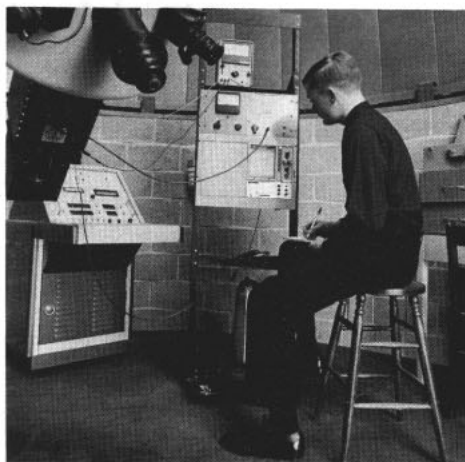
After thorough on-the-job indoctrination, the submariner receives an intensive written and oral examination, and, if he passes this, may be qualified to wear the submarine insignia.

And, claim older crewmembers on board *Pomfret*, when you see a man who wears the dolphins, you can be sure that he is someone you can count on for help when you need it.

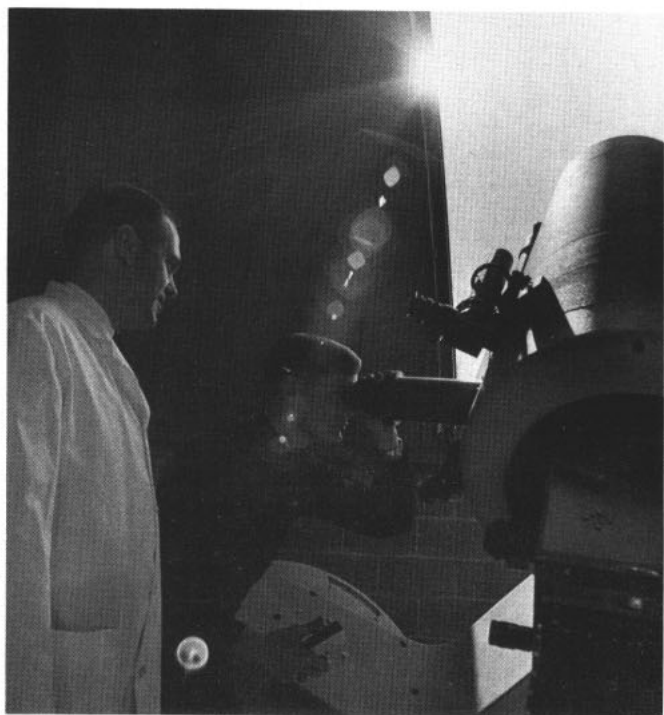
—Story by JO3 Peter M. Heyne;
Photos by PH2 Boris A. Farley



Above: The reflecting telescope is housed on the roof of Michelson Hall. Right: After basic indoctrination a midshipman will be able to work independently with the telescope.



New Eye at the Naval Academy



LCDR N. A. Ross checks out Midshipman Ross E. Anderson on the fine points of operating the telescope.

THE 16-INCH GUNS OF THE BATTLESHIP ERA have become all but obsolete in the navies of the world. At the U. S. Naval Academy, however, the 16-inch "muzzle" of one of the physics department's latest additions points skyward from the roof of Michelson Hall.

The "big gun" is a reflecting telescope used in the Academy's recently instituted astronomy course offered to midshipmen. Classes, mostly made up of freshmen, have been able to use the huge "eye" to view a good expanse of the planets in the solar system and several distant galaxies. The "eye's" focal length of almost 20 feet gives maximum magnification 70 times that of a pair of standard binoculars.

Originator of the basic astronomy course being taught is Professor Graham D. Gutsche, assisted by Lieutenant Commander N. A. Ross.

Professor Gutsche holds a doctorate in physics from Catholic University of America with further post-doctoral work in astronomy at Cambridge. LCDR Ross obtained his master's in astronomy from the University of Maryland.

Students are given three credit hours per semester with two semesters being offered. The class of '69-'70 had an enrollment of 57 midshipmen which doubled in the fall semester of 1970 with nearly 120 taking the course. The huge telescope is also being used by several Trident scholars in their studies in advanced sciences.

It is particularly fitting that the telescope is mounted on top of Michelson Hall which is named after Albert A. Michelson, a graduate of the class of 1873, who was the first American scientist to receive a Nobel Prize for his world-famous measurement of the velocity of light, using equipment installed on Academy grounds. Professor Michelson was recently elected to the Hall of Fame. (See ALL HANDS, March 1971.)



Left: The telescope enables midshipmen to view most of the planets in the solar system and several distant galaxies. Below: The "eye" gives magnification 70 times that of standard binoculars.



THE YELLOW CANARY

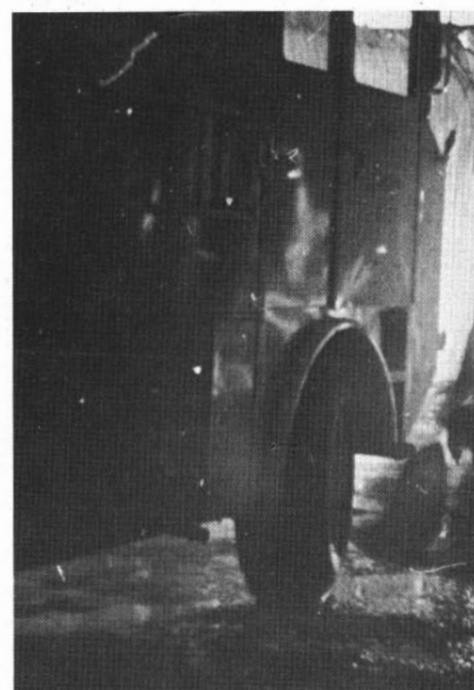
**We Go To
Blazes For You**

WHENEVER JIMMY OLSEN gets in a jam he uses his signal watch to summon Superman instantly to his aid; Batman, too, is on the scene with help moments after receiving a few beeps on the batphone from a troubled police commissioner.

The helicopter pilots and crewmen at Binh Thuy naval base, 80 miles southwest of Saigon, also have a hero to look to when they face danger. "The Yellow Canary, though not as famous as other superheroes, is just as capable and reliable in a pinch," said one pilot.

Yellow Canary's true identity is the MB-5 crash truck, manned by members of the crash rescue division for the Fleet Air Support Unit at Binh Thuy.

The crash crew is well qualified to handle aircraft emergencies and fires. They have training, modern equipment, and speed. Only 25 seconds after being



Left: Trainee operates the foam turret on top of the Yellow Canary. However, even under training conditions, protective headgear should be worn. Above: At the scene of a simulated crash, the crew moves quickly to get the equipment into operation. Right: Although slightly out of their line of work, the crash crew was first to respond to a warehouse fire. Their aid limited the blaze until regular units arrived.

alerted, the crash crew can be suited-up in hot suits and ready on the airstrip.

Lieutenant Commander Gerald Jacobson, acting officer in charge of the crash rescue division, said, "Knowing the crash crew is here gives the pilots a strong feeling of security. If a helicopter crashed on the field it would take at least 15 minutes for the next nearest fire station to get here."

EACH BINH THUY CRASH CREW consists of a driver, a hand-line man, a rescue man, a turret man and a supervisor.

The driver positions the crash truck, making the best of the wind, and selecting the most favorable approach for the firefighter. After the turret man has blanketed the burning aircraft and surrounding area with foam, the rescue man and hand-line man move in for the rescue. The supervisor directs their actions and lends aid as necessary.

For efficiency and their own personal safety the crash crew must act as a well coordinated team.

"There are no individuals on a crash crew," said Petty Officer 1st Class Tyrone A. Robuck. "We're a team and we work that way."

Each of the crash crewmen has either gone to special Navy firefighting schools or served on firefighting crews at previous duty stations.

For their special job at Binh Thuy they are additionally schooled in such things as locations of armament, fuel capacity, deactivating switches, and methods of unharnessing crewmen and passengers

aboard the different types of aircraft that may use the airstrip.

The MB-5 four-wheel-drive crash truck resembles a big, square, yellow crackerbox on wheels with a spout on its top. The spout is the main "battery" and it shoots foam for one minute and 40 seconds—sufficient time to extinguish a blaze, smother volatile liquids surrounding the aircraft, and rescue the personnel aboard.

EMERGENCY EQUIPMENT on the truck includes a dry chemical extinguisher, an axe, bolt cutters, grappling hook and line, a 10-foot ladder, and a portable rescue kit with hacksaws, screwdrivers, and other tools which may be needed.

The \$40,000 crash truck, itself, is well designed for the job. It has two-way radios, a public address system and power steering.

Fast action is a lifesaver and the crash crew is justly proud of its speed and efficiency.

Recently, a supply warehouse at Binh Thuy caught fire at about 0400 one morning. Less than two minutes after being alerted, the crash crew arrived well ahead of other regular firefighting units in the area which were located closer to the blaze. Normally a crash truck would not respond to such a fire.

Although their capabilities were limited, having only the foam and water stored in their truck at their disposal, they were responsible for containing and slowing the fire until regular firefighting units arrived and stopped the blaze from consuming adjoining warehouses.

Later they hooked up their equipment to fire hydrants, using extra hoses provided by other fire departments.

AT THE SCENE OF THAT FIRE, Robuck said, "That was the most dangerous type of fire because we didn't know what was burning in there."

But the crash crew unhesitatingly fought the roaring blaze, despite the unknown dangers, in an effort to save as much of the supplies as possible.

"Later, the base commander told us there were all kinds of volatile liquids and explosives in there, including live ammunition," said Petty Officer 3rd Class Michael L. Bryant. "When I heard the loud cracks I thought it was only wood popping."

Hours later the fire was finally extinguished and the one warehouse building it destroyed was a toll far less than observers anticipated.

"They are a good organization and they did an outstanding job at that supply fire even though fighting regular fires is not their primary task," said LCDR Jacobson. "They were first on the scene with water and, in my opinion, they saved that whole warehouse complex."



—Story and Photos by JO3 Don Gaylien



Top: Ordnancemen from Attack Squadron 81 load ordnance aboard an A-7E Corsair II during the Operational Readiness Inspection on board the carrier USS *Forrestal* (CVA 59). Above: Rigging the barricade was one of many drills and exercises that were observed, graded and checked during the ORI. Use of the barricade allows disabled aircraft to land without sustaining much damage. Below: Flight deck emergency was one of the drills held during the ORI. Simulated flight deck crashes with "casualties" tested both the flight deck crews and the medical department.



ORI

AN OPERATIONAL READINESS INSPECTION is not a game. It's hard work for everyone on board and the ORI of *uss Forrestal* (CVA 59) last January is a case in point. The attack carrier was underway in the Caribbean, using facilities of the Atlantic Fleet Weapons Range.

Because most of the crew members were assigned to below-decks repair parties, *Forrestal's* ORI at first seemed to be devoted to damage control. Imaginary fires were extinguished, "flooded" compartments were pumped out and bulkheads warped from simulated rocket and bomb hits were shored up until men in the repair parties seemed ready to drop from exhaustion.

But this was only part of it. In addition to tests of the repair parties, every aspect of shipboard routine which affects battle efficiency had the scrutiny of the ORI team's 100 inspectors.

TESTS INCLUDED anchoring precision, fuel consumption efficiency during sustained high speed runs, and detection and tracking of "enemy" aircraft and missiles. Everything was graded.

Since the carrier's primary mission is to serve as a mobile airfield, the ORI team paid proportionate attention to flight deck operations. For the flight deck crew, the normal routine was spiced with firefighting drills and simulated "crashed" aircraft. During the inspection, the last aircraft to land in a recovery cycle was said to have crashed; after the pilot had cut the engines the flight deck crew could assume the pilot and navigator were helpless. The MB-5 crash fire truck moved into position near the downed aircraft to spread fog-foam over the plane and beat back the flames so the rescue men, standing on a forklift platform, could get close enough to remove the aviators from the cockpit.

At the same time, a number of flight deck personnel were designated as casualties. This tested the first aid ability of the flight deck corpsman and other members of the flight deck crew. The casualties and aviators were put on stretchers and taken below decks to sick bay or to an emergency battle dressing station, depending upon the nature of the individual injury.

Another flight deck drill called for rigging the barricade — a large nylon net which stretches across the landing area. If an aircraft is unable to land normally, it has barricade backup which reduces the

aboard the USS FORRESTAL

odds of damage to the plane, injury to the crew, and damage to other planes on deck. It took *Forrestal's* crew only two minutes and 15 seconds to rig the barricade.

The men of Attack Carrier Air Wing 17 in *Forrestal* service and arm their own aircraft. During the ORI, loading drills were held with both practice and live ordnance. The inspectors watched for loading methods and safety violations. The planes then were launched to conduct strikes against Weapons Range facilities.

A CARRIER'S VALUE IS REDUCED if it cannot defend itself, so the ORI team checked the ship's air and surface defense. *Forrestal* was "attacked" by jets which towed targets from Roosevelt Roads, Puerto Rico. These aircraft (actually the targets the aircraft pulled) were "shot down" by *Forrestal's* Sea Sparrow missiles and the carrier was saved.

Simulated missile attacks also were launched against the carrier, but *Forrestal* neatly avoided these.

Other ORI exercises included battle messing (feeding the crew under battle conditions); communications drills; abandon ship drills; and destruction of classified equipment.

Various ships came alongside *Forrestal* for under-way replenishment. Such meetings (which permit ships to stay at sea for indefinite periods) were graded for safety and operational efficiency.

Throughout the ORI, normal ship's work had to be done. The crew was paid; reports were prepared, signed and mailed; and the carrier crewmembers even managed to get a little rest.

At the end of the third day, following a critique of the inspection, *Forrestal* dropped anchor at St. Thomas, Virgin Islands, and the ORI team departed the ship.

THAT NIGHT, a bone-weary crew relaxed. Many hit the sack. Others broke out guitars, drums and trumpets and assembled in the hangar bay. The musicians expected to see an audience of perhaps two dozen men. But, said one: "It was really great. Maybe 300 guys were there and we had an all-night rock concert."

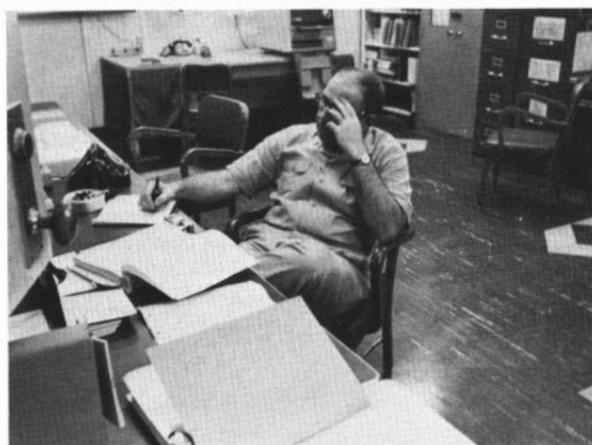
At 0600, *Forrestal* weighed anchor and got underway on her ninth deployment to the Mediterranean, once again a successful graduate of ORI.

—Story by JO1 Bill Noonan;

Photos by PH3 B. J. Maughan, USN.



Top: An EA-6A Intruder is positioned on *Forrestal's* number one elevator for the short trip to the flight deck. The EA-6A's mission is to provide airborne electronic countermeasures for the task force and for strike aircraft. Above: Launching aircraft is the prime mission of attack aircraft carriers such as the *Forrestal*. During an ORI quick response is required to protect the task force. Below: YNCS H. Rhodes writes a letter home after the day's work has been completed. In addition to the many drills and exercises involved in the ORI the normal ship's work also has to be done.



AMERICAN POW's

"The first American still being held by the enemy was captured in South Vietnam on March 26, 1964. Now, with the seventh anniversary of the event approaching, the number of Americans missing in action or known captured in the Vietnamese conflict has grown to about 1600 . . . Even in captivity, they continue to serve our nation in the highest sense of honor and duty to country. We owe them, in turn, no less than our strongest support and our firmest pledge that we will neither forget nor abandon them."

IF ONE READS HIS DAILY NEWSPAPER, it is obvious that many actions are being taken by many people on behalf of our POW/MIAs in Southeast Asia. President Nixon proclaimed last 21-27 March as a national week of concern for prisoners of war and those missing in action. The President's proclamation, supported by a joint Congressional resolution, is quoted (left) in part.

No, the POWs in Southeast Asia are not forgotten Americans. Neither are their next-of-kin.

Last October, as the result of a meeting with the wives of some of the almost 400 missing or captured Navymen and Marines, the Chief of Naval Operations addressed Z-Gram 45 to the subject of rendering all possible assistance to the families of POWs and MIAs.

"While we remain limited in providing direct aid to our captured and missing shipmates," Admiral Elmo R. Zumwalt said, "we can extend ourselves in assisting the families through their long vigil. The continuing sacrifices of these men and their families demand no less."

CNO ENCOURAGED COMMANDS to set up programs which would keep these wives and children *in the Navy family* by allowing them to participate in local military events. He suggested programs like the following:

- Invite wives of POWs and MIAs to appropriate military functions, both as a courtesy and as a means of keeping other Navymen aware of their problems.
- Host dependent children for occasional sporting, recreational and entertainment events.
- Invite families aboard for dependent cruises and other events.

In addition, CNO called for special presentations on POW/MIA rights, benefits and privileges every six months—to ensure that these families know their rights. Other suggestions included automatic base vehicle pass renewal by mail, job placement assistance for dependents, and sponsorship of a Big Brother program for dependent children through Navy social organizations.

TWO NEW PUBLIC LAWS passed late last year have provided significant new benefits to the families of POWs and servicemen missing in action. Public Law 91-534 provided that a family separation allowance

in Southeast Asia

of \$30 per month would be paid to all servicemen, regardless of rate, who are POWs, missing in action, or in a detained status during the Vietnam conflict.

Public Law 91-584 made educational and G.I. home loan benefits available to the wives and children of such servicemen. Dependents are now eligible to draw regular G. I. Bill payments while attending colleges and vocational schools; the Veterans Administration reports that some dependents had already been approved for educational benefits by early spring.

This March, Navy housing policies were expanded and formalized to allow families of Navy POWs and MIAs to remain in government quarters, or to have their names placed on regular waiting lists for such quarters if they move to new locations.

Navy Program on Behalf of Families of POWs and MIAs

WITHIN THE NAVY DEPARTMENT, the office responsible for the over-all coordination of the Navy POW/MIA program is that of Captain J. H. Scott, in the Office of the Chief of Naval Operations (OP09BW). CAPT Scott chairs the Navy POW Working Group and acts as the point of contact for prisoners of war matters between the offices of the Secretary of Defense and various offices within the Navy Department. He keeps the Chief and Vice Chief of Naval Operations, the Chief of Naval Personnel, and other high Navy officials fully informed of all developments that may affect prisoners of war, Navy-men missing in action, and their families.

At the Bureau of Naval Personnel in Washington, D. C., a special staff headed by Captain G. C. Canaan, Assistant for Prisoner of War Matters, has the welfare of the POW's family as one of its major concerns.

In the captain's office, a map of the United States is scattered with plotting pins that indicate the locations of families of prisoners of war, or those considered to be missing in action in Southeast Asia.

The function of the POW staff is primarily administrative, providing guidelines on what assistance is available to families and where it can be obtained. It also provides guidance on how letters to POWs should be prepared and to whom and where they should be mailed for forwarding to the individual detained.

Many types of assistance are extended to the members of the families concerned, ranging from financial aid to the movement of household effects.

WORKING CLOSELY with the POW office in the Bureau are Casualty Assistance Calls Officers (CACOs), who are assigned to the 15 naval districts. These men serve as personal representatives of the Navy Department and assist families in every possible way from the moment notice is given on the status of POWs and MIAs. They may not be experts in all fields, but they are the best possible source through which accurate and reliable information can be obtained.

Normally, the CACOs contact the Navy family every 30 days, but are available anytime to handle special problems.

For record and administrative purposes, individuals classified as missing or captured are assigned to BUPers and their Navy records—except for medical, dental and pay records—are collected and maintained there, so that POW staff members may refer to entries when necessary. Medical and dental records are maintained by the Bureau of Medicine and Surgery, and pay records are kept in the Navy Finance Center in Ohio.

Legal assistance is one of the most important concerns of the Navy family; therefore, this type of assistance is provided as requested by next of kin through naval lawyers stationed in the local area.

AMONG THE TOPICS handled by the CACO, the naval lawyer or Captain Canaan's staff are finances, income taxes, Social Security benefits and other related matters. Families are informed, for example, that all pay and allowances, including allotments of Navy-men listed as missing in action and presumed captured, are continued in a normal manner, with the best interests of the serviceman and his family taken into special consideration with regard to disbursement.

Another financial matter discussed might be the Services Savings Deposit Program. Under this program, the missing or captured servicemen are entitled to have unallotted funds deposited in a savings account which earns 10 per cent interest. Until last year, there was a statutory limit of \$10,000 which

could be deposited at the 10 per cent rate, but that limit has since been lifted for POWs and MIAs. Quarterly statements of current balances on account are prepared by the Family Allowance Activity in Cleveland, Ohio.

Many POW families have found it necessary or desirable to change residences. Bureau POW staff members and CACOs help out by explaining personal travel benefits, as well as the shipment or storage of household goods at government expense.

Correspondence is of primary concern to the families of POWs. Since this has become a delicate matter in dealings with the Hanoi government, certain guidelines, available through Captain Canaan's office or the CACO, are recommended whenever a family addresses correspondence directly to a POW.

Petitions and Letters

DURING THE PAST YEAR numerous organizations have been actively soliciting signatures on petitions and encouraging the American public to write letters on behalf of servicemen captured and missing in Southeast Asia. Many Navymen who might otherwise have participated have hesitated to do so, feeling that it might in some way be improper or even illegal.

NavOp 14 (27 Jan 71) clarified the Navy and Department of Defense position as follows:

"The Department of Defense fully supports legitimate private initiatives that advocate humane treatment and release of U. S. POW/MIA personnel and enemy compliance with the Geneva Convention of 1949.

"Commanders are authorized to assist such efforts . . . Petitions on the POW/MIA issue may be circulated on military installations if deemed appropriate by the installation commander. It should be considered inappropriate to combine with a petition for the humane treatment and release of prisoners other comments or petitions regarding United States policy, foreign or domestic.

"A military person may express his opinion to a foreign government on the POW/MIA issue, even using his military rank or title. Military individuals should restrict the content of their letters to the humane treatment and release of POWs by the enemy and compliance with other provisions of the Geneva Convention of 1949, and avoid political comment."

The message cautioned Navymen, however, against signing petitions in languages other than English.

In the same message, the Chief of Naval Operations encouraged Navymen to participate in legitimate private efforts to express personal concern for POWs and Americans missing in action in Southeast Asia. Among Navymen who have become involved are the following:

A young Navy couple stationed in the Washington, D. C., area helped organize a petition campaign that netted half a million signatures. After gaining Department of Defense approval, Lieutenant Commander Herman O. Sudholz and his wife set out to promote their idea as quickly and completely as possible. They enlisted the aid of the Washington Metropolitan Area Junior Chamber of Commerce, gained the cooperation of hundreds of local business establishments, and recruited thousands of volunteers to circulate petitions.

A big assist came from a local handbill circulated by the thousands through the distribution system of the Pentagon. The handbill explained that the petition expressed no view on the war itself, or how any nation has conducted itself—except in the matter of the treatment of prisoners. The petition specifically requested that:

- Names of all POWs be published.
- All prisoners receive proper medical care and adequate food.
- Regular impartial inspections of POW facilities be permitted.
- Free flow of mail between prisoners and their families be allowed.

The Brigade of Midshipmen at the Naval Academy launched an extensive letter-writing campaign last fall, which culminated at halftime of the Army-Navy football game, when personal letters of concern from every midshipman, and from the cadets at West Point, were presented to the wives of American POWs.

"Each midshipman was encouraged to write a letter himself, and to interest his family, friends, church and any organization he may know, to write and start campaigns of their own. In this way, the campaign could snowball," said Midshipman Second Class William R. Rubel of San Diego, chairman of the campaign.

Campaign information sheets asked that the letters be personal, show concern for men held by the North Vietnamese and avoid political and military viewpoints and abusive language.

"The campaign did not end with the Army-Navy

game," Rubel says. "We want to focus attention on the plight of American POWs and Americans missing in action and their families. We are ready to help anyone interested."

Crewmembers of two Atlantic Fleet ships were among those who contributed to the efforts to ensure humane treatment for POWs. Aboard *uss Hunley* (AS 31), Navymen launched a petition-signing and letter-writing campaign aimed at persuading the National Liberation Front to release the names of American captives. They gathered 895 signatures and 760 personal letters which were presented to the wife of a missing Navy pilot.

During the national week of concern for POWs in March, Navymen aboard *uss John F. Kennedy* (CVA 67) set up a "trouble desk hot line" open to Norfolk area families of POWs and MIAs. *Kennedy's* commanding officer extended an open invitation to these families:

"We want all these families to know," he said, "that whenever *Kennedy* is in port, we will be available to help them in any way possible."

Callers are directed to contact the central trouble desk, from which requests for assistance are routed to appropriate shipboard departments for action.

Submarine Base New London was one of the naval shore facilities where POW petitions were circulated this spring, following CNO's message of encouragement. The idea for the petitioning effort was hatched in the staff offices of the base newspaper, the "Dolphin." After getting command approval, staffers ran a blank, tear-out petition page in their next issue.

During the first week after the newspaper was distributed, the petition gathered about 650 signatures from on-base BEQs and offices, local churches and as far away as New York City. The three Navy journalists on the "Dolphin" staff are personally financing postage to Hanoi.

"We figured it couldn't hurt," says Journalist 2nd Class Roger Rock, "and if it helps at all, it will be worth a million times the effort it takes."

Two American Navymen in Saigon have been doing their share, and more, to bring world attention to the POW problem. They are Lieutenant Commander Richard A. Life and Petty Officer 2nd Class Gregory W. Robbins, both stationed at U. S. Naval Forces headquarters. This spring they prepared a display

board containing sample letters and petitions for signatures; it has been circulated at Army, Navy and Air Force offices throughout the Saigon area.

"In the first seven days the display was up at Naval Forces headquarters, almost 700 letters were picked up and over 250 men signed the petition," Life says.

"We have mailed these letters to other commands here in Vietnam and also outside the country, and have received very good results," adds Robbins.

Both Navymen's concern is of long standing and resulted from personal friendships with other Navymen who are POWs or missing in action. When Robbins arrived in Vietnam in late 1969, he served at Binh Thuy as a photographer and flew reconnaissance missions with a naval squadron. He became good friends with two squadron pilots—who were later shot down by enemy fire. One was found dead; the other is still considered missing in action, 15 months later.

When Robbins was later transferred to Naval Forces headquarters in Saigon, he met LCDR Life, who was circulating petitions and handing out letters to servicemen in the area. Through him, Robbins has found a way he can do something for his missing friend. The petty officer took 30 days' leave this spring back home in Omak, Wash., where he spoke to local organizations and worked with area newspapers, seeking broader support for his efforts.

LCDR Life graduated from the Naval Academy in 1962. Two of his classmates were later shot down while flying missions over North Vietnam—one in late 1966, the other in June 1967. The second pilot's name was not released by Hanoi on the POW lists until late 1969, and his wife did not receive a letter from him until April 1970, nearly three years after he was reported missing.

"That's the reason I became personally involved in the POW issue," Life says. He has also enlisted his wife and parents to help out with his efforts by distributing letters and petitions back home.

The many letters and petitions which have been sent to Hanoi and the NVN Paris Delegation have resulted in a small increase in information provided by the North Vietnamese. However, the results still fall far short of the information required by the Geneva Convention. Nevertheless, it is clear that letters and petitions are helping our prisoners of war.

"It only costs 25 cents to mail one of these letters and it could be the best two bits any person has ever spent," LCDR Life says.

—JOC Marc Whetstone
and JO2 Jim Shields



THE U. S. NAVY'S PART in the Vietnamization program has been so successful that the Vietnamese Navy (VNN) now has grown into one of the 10 largest navies (in numbers of vessels) in the world. Vietnamese sailors are now manning former U. S. ships—mostly small craft—that were turned over under the ACTOV Program.

As a result, much of our Navy's emphasis has shifted from a combatant to an advisory role (see ALL HANDS February 1971 issue). In the last two years advisory billets have dramatically increased for U. S. Navymen in the Republic of Vietnam, and most of those who have served in this capacity have found it to be one of the most challenging, satisfying and personally rewarding jobs of their careers.

In addition to the personal satisfaction which advisory duty provides, the Navy has thrown in many other benefits. The standard in-country privileges—such as tax exemption, hostile fire pay and free mailing—apply to all naval personnel. However, end-of-tour benefits have been increased for those who qualify to work directly with the Vietnamese.

The charts (Pages 32-33) outline the specifics—qualifications, training and various benefits—for the different

TRAINING FOR ENLISTED MEN ASSIGNED TO VIETNAM

For general duty (1-year tour):

- Three weeks' SERE, Counterinsurgency, Weapons, etc., at NAVPHIBSCOL Coronado.

For present advisor (1-year tour):

- Seven or 11 weeks' orientation training.
- Vietnamese language training at NAVPHIBSCOL Coronado (6 weeks) or Mare Island, S. F. (6 weeks).

For new advisor (2-3 year tour—includes up to one year of training):

- Operational/logistics advisor: 18 weeks of specialized training plus either 6 or 11 weeks' Vietnamese language training at Mare Island or 35 weeks' Vietnamese language training at Defense Language Institute, South West Branch (El Paso, Tex.), followed by 13 weeks specialized training at Mare Island.
- Staff advisor: 14 weeks of specialized training plus either 6 or 11 weeks' Vietnamese language training at NAVPHIBSCOL Coronado or 35 weeks' Vietnamese language training at Defense Language Institute, South West Branch (El Paso, Tex.), followed by 14 weeks' specialized training at NAVPHIBSCOL Coronado.

VIETNAM BEN

Hostile Fire Pay

Total income tax exemption

10% interest on savings deposits

Relocation of dependents (must be E4 over 4)

Accumulation of 90 days' leave

Free mailing

14 days' CONUS leave

7 days' R&R period

One field advancement, IF:

- courses are completed
- agree to extend (if required)
- recommended
- to CPO, must have passed exam
- to minimum time in grade/length of service, as follows:
 - E8-E9—1 yr/10 yrs
 - E7-E8—2 yr/8 yrs
 - E6-E7—2 yr/waived
 - E5-E6—1 yr/waived
 - E4-E5—6 mo/waived

End-of-tour Benefits

- For nonSEAVEY eligible:
 - Coast of choice
 - school priority
 - guaranteed A, B, or C school (if qualified and eligible)
 - overseas priority
 - guaranteed type ship or home port
- For Seavey eligible:
 - guaranteed CONUS shore duty
 - instructor/recruiter priority
 - guaranteed naval district
 - guaranteed A, B or C school (if qualified and eligible)
- Eligibility for Shore/Sea duty not applicable
 - guaranteed normal tour of shore duty naval district of choice (regardless of shore duty eligibility)
 - if sea duty desired, guaranteed type ship AND home port
 - guaranteed overseas duty
- Preferential consideration for other MAAG/Mission duty
- Special 30 days' leave
- Sea duty credit (2 mo. for each mo. of ext. or second tour)
- Preferential housing for dependents of eligible personnel
- Preferential consideration for ADCOP

EFITS CHART

General Duty			Present Advisor (1 Yr)			New Advisor (2-3 Yr)	
In-Country	6 Mo. Ext.	12 Mo. Ext.	In-Country	6 Mo. Ext.	12 Mo. Ext.	Two-Year	Three-Year
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
x	x	x	x	x	x	x	x
						x	x
						x	x
						x	x
						x	x
						x	x
x	x	x					
x	x	x					
			x	x	x	x	x
x	x	x	x	x	x	x	
			x	x		x	
x	x	x					
x	x	x	x	x	x	x	x
			x	x		x	
			x	x	x	x	x
					x		x
					x		x
					x		x
					x		x
	x	x		x	x		x
		x			x		x
				x	x	x	x
			x	x	x	x	x



types of Vietnam duty. The information was compiled on the basis of the following references: BuPersNote 1306 (9 Apr 71), BuPersNote 1306 (11 Jul 70), Z-gram 73 (18 Feb 71), NavOp 30 (18 Feb 71), and Z-gram 74 (18 Feb 71).

General duty is defined as that in which a man may be assigned to duties normally associated with his rating at support activities and aviation activities. Some few personnel work outside of their ratings such as security guards and MAA's. The new advisory duty two-year tour is comprised of up to one year of training and a one-year tour in-country. A three-year tour means up to one year of training and two years in-country.

"Priority" means that the Bureau of Naval Personnel will attempt to fulfill your request but cannot offer a guarantee. The word "guaranteed" means that you'll get the benefit that has been assured. But, to get instructor or recruiter duty or advanced schooling, you must be qualified for it in all other respects. End-of-tour benefits are designed to afford a wide choice of duty selection; however, you are limited to one choice—for example, general duty personnel advanced schooling or the coast of your choice, but not both.

QUALIFICATIONS FOR ENLISTED MEN ASSIGNED TO VIETNAM

For general duty and present advisor:

- 16 months' obligated service prior to transfer.
- Qualified in accordance with Z-73, NavOp 30 and BuPersNote 1306 of 9 Apr 71
- Recommendation of commanding officer

For new advisor:

- Two or three years of obligated service from transfer month
- E-4 or above
- Good academic record at previous Navy schools
- No performance mark below 3.4 on last three evaluations
- Above average character traits
- Cooperative attitude
- Ability to convey ideas to others
- Resourcefulness and inventiveness
- Pass Foreign Language Test (FLAT)

Note: This ALL HANDS chart has been designed to permit republication at local levels for distribution by units and commands to distribute to your dependents. No permission is required to reprint this chart. It is also suggested that ship and station newspapers publish it for their audience.

TIDES AND CURRENTS

A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. GUINN

THE USE, MISUSE, and abuse of drugs in the Navy, as in the civilian community, is rapidly increasing. It is impossible to determine accurately the number of Navy personnel who are using drugs. It is significant that over 10,700 people were investigated for drug use last year and 5,672 were discharged as a result of these investigations.

Although this is a large number, it must be viewed only as a rough indication of the magnitude of drug use by Navy personnel. Many of our junior officers and enlisted personnel have come from college or high schools which had an active drug subculture and, therefore, have had a greater probability of experimenting with drugs.

Drug abuse in the Navy covers the misuse of a wide variety of drugs such as amphetamines, barbiturates, hallucinogens, and opiates, as well as the chronic misuse of alcohol. People between the ages of 18 and 24 are more prone to the abuse of marijuana, LSD or heroin than any other age group; however, the use of amphetamines and barbiturates can be found in every age group. The chronic misusers of alcohol are more prevalent among the older age groups than among younger personnel.

What are the problems associated with drug use? Unfortunately very few people, usually least of all the

user, have any depth of knowledge about the long term effects of drug use. This creates an atmosphere which produces a myriad of half-truths and myths about drugs. In some areas, such as marijuana, the scientific community itself has a wide disparity of opinions on the effects of extended use.

Better drug abuse education and improved communications throughout our rate and rank structure can significantly reduce the incidence of drug abuse in the Navy. In the educational field, we need the latest information available in a language that everyone can understand. In the past, there has been a tendency to moralize, use scare tactics, and speak in half-truths. These techniques have not been effective in drug abuse education. In many instances this has resulted from a lack of available information, and in other cases, such as marijuana, a lack of meaningful scientific research. I believe our Navy people need and want to know about drugs. They must be given the facts.

Forthcoming articles in ALL HANDS will deal specifically with each drug and the problems associated with its misuse and abuse. Also covered will be why certain individuals turn to drugs and what can be done to help the individual who is a potential drug abuse discharge statistic.

Since drug abuse cannot be tolerated in our Navy, the problem concerns everyone from Admiral to Seaman. I hope that with the facts we all will be able to better understand and communicate about the danger of drugs and thereby eliminate the problem.

A handwritten signature in dark ink, appearing to read "D. H. Guinn". The signature is stylized with a large, sweeping "D" and "G".

tion or fulfilling other criteria. It's worth looking into. For a list of selected service schools, see your personnel officer for the details.

● SHEPARD AND GRAVELY AMONG 49 NEW ADMIRALS SELECTED

Among the 49 captains who were selected for promotion to rear admiral in April were two notable firsts--Captain Alan B. Shepard, America's first man in space, became the first astronaut to become an admiral, and Captain Samuel L. Gravelly, Jr., (See ALL HANDS March 1970 and January 1971 issues) became the Navy's first black admiral.

● CNO SITREP, NUMBER TWO

The second in a series of filmed reports entitled "CNO SitRep" has been released for viewing by Navymen, civilian employees and dependents. The film, which resulted from Admiral Zumwalt's meetings with

Navymen in Hawaii, is 16mm color sound and about 30 minutes long. Major commands have established showing routes for each print of this film to provide maximum dissemination.

● CYNs CAN CONVERT TO OTHER CLASSIFICATIONS

The Communications Yeoman (CYN) service rating is being phased out, and a plan has been outlined for those currently in the rating to convert to other job classifications in order to complete the conversion within two years.

The CYN class that was graduated 30 April was the last to be awarded a crow in the field, and active-duty CYNs are now being encouraged to convert through advancement to the Radioman rating. Current CYNs may advance to higher CYN or RM ratings, or to YN2 if they prefer. Specific information will be available in BuPers Notice 1418 series on Fleetwide Examinations for Advancement in Rate.

● OTHER CHANGES IN UNIFORM REGS

The CNO has approved the wearing of Tropical Khaki Long, with ribbons, and worsted trousers for officers and chief petty officers. In the past, Tropical Khaki Long was considered a working uniform and ribbons were not worn. Under this change, Tropical Khaki Long is equivalent to Tropical White Long.

Another change specifies that commanding officers are not authorized to direct enlisted personnel to wear civilian clothing in the performance of their official duties unless a civilian clothing allowance is authorized. For more details and other changes, see BuPers Note 1020 (14 Apr 71).

● OP-HOLDS LIMITED TO CRITICAL CASES

Reduction in early release eligibility from three months to two (NavOp 39-71) was the first step toward eliminating the general three-month early out program. However, the Navy says losses have been significantly less than planned and there is danger of exceeding budgetary limits.

Consequently, Op-holds by fleet commanders and commanding officers must be limited to only the most critical and urgent circumstances, and personnel due to be separated should be released no later than the 10th day of their eligibility month.

● NAVY ACTIVITIES CITED FOR CONSERVATION EFFORTS

Gaining the top spot after its second-place finish last year, the U.S. Naval Ammunition Depot at McAlester, Okla., was named the 1970 winner of the Navy's Natural Resources Conservation Award. Runner-up was NAS Cecil Field, Fla., which finished ahead of the 12 other nominees selected from Navy and Marine Corps installations.

Criteria for the award covered such areas as forestry operation, fish and wildlife management, community relations, conservation education,

development of outdoor recreation areas and conservation club activities.

NAD McAlester and NAS Cecil Field will compete with Army and Air Force conservation winners for the Secretary of Defense Conservation Award to be presented this month.

● SHORTAGE OF PCS FUNDS AFFECTS TRANSFERS

Due to a variety of factors, the Navy is experiencing a critical shortage of funds to support Permanent Change of Station (PCS) travel requirements. As a result, some tours have been lengthened and some orders delayed. Other actions affecting large numbers of people designed to avoid rather than defer costs include: deferral of detachments from June to July for most officers enroute to or graduating from service colleges; delay in detachment of most personnel in ships completing inactivation; and a reduced amount of training and briefings required before personnel report to new duty.

● NEW SUBMARINE AUXILIARYMAN NEC

Beginning on 1 July, all SSN/SSBN Auxiliary Equipment Technician billets will be coded as NEC MM-4245. For those with NEC-4356 who require training to qualify for NEC-4245, a provision has been made to retain NEC-4356 until 1 Jul 1972 in order to maintain accountability. If you lack training to qualify for the new NEC, submit your request today in accordance with BuPersNote 1221 (29 Apr 71).

● MORE NECs CENTRALIZED

Additional Navy enlisted classifications have been added to the list of ratings and NECs being centralized in BuPers this month. (See ALL HANDS, May 71, p. 47.) The complete list now includes the following newly centralized NECs: 3391, 8402, 8403, 8408, 8409, 8415, 8416, 8417, 8432, 8433, 8452, 8463, 8466, 8482, 8483, 8484, 8485, 8486 and 8498. If you're in one of these NECs and have not yet submitted a duty preference card to CHNAVPERS, it's to your advantage to get one in as soon as possible and to keep it up-to-date. Without your card on file, your detailee will have no way of knowing your duty preferences and will have to base your future assignments solely on the needs of the service.

● BAGGAGE INSPECTIONS ABOARD NAVY AIRCRAFT

There have been recent incidents in which individuals have attempted to bring undeclared items back to the United States aboard Navy aircraft. Included among them have been gifts and "souvenirs," some of which are prohibited and others extremely hazardous.

This has led to a warning from Commander in Chief, Pacific Fleet.

Customs inspectors have found cameras, stereo equipment, jewelry, hidden guns, hand grenades, and even one land mine. It was also noted

that many of the concealed gift items could have been legally imported without any tax payment or at a very low tax.

Passengers are now briefed on customs regulations and safety hazards associated with unauthorized movement of explosive material. Violators are subject to severe penalties.

- NEW NEC FOR YEOMAN

A new NEC has been established for yeomen who qualify as Closed Microphone Court Reporters. To qualify for this new NEC, YN-2511, persons must be assigned or be fully qualified for NEC YN-2515 or YN-2516, and be capable of recording by means of a stenomask at a minimum of 200 words per minute.

- MANAGEMENT TEAM FOR ADVANCED SHIPBUILDING PERSONNEL PROGRAMS

With the advent of the Navy's ambitious undertaking to replace the fleet's aging warships, amphibious, auxiliary and miscellaneous craft with new and modern ships has come an awareness of the importance of having trained and sufficient personnel to man these new ships at delivery time. Result: The Bureau of Naval Personnel Advanced Shipbuilding Programs Personnel Program Management Team, headed by Captain E. P. Stilwell (Pers-A48), will tackle the problems.

The program includes surface combatants, amphibious, auxiliary, and minecraft (except for CVAN, SSN and SSBN), and encompasses the total manpower resources required to man operating billets and to meet support and training needs.

- NEW MANAGEMENT TEAM PROGRAM FOR DAMAGE CONTROL PERSONNEL

In order to increase proficiency in all areas of damage control--and to maintain that increased proficiency--which is essential to Fleet operations--a Damage Control Personnel Program Management Team has been established within BuPers. Headed by CDR P. C. Peterson, (Pers-A483), the program encompasses the total manpower and personnel resources required to man operating billets and to meet and support training needs related to damage control.

- BILLET SELECTION PROGRAM GIVEN TRIAL RUN

The Chief of Naval Personnel is conducting a trial Billet Selection Program (BSP) to determine the feasibility of such a program for all officers. As outlined in BuPersNote 1301 (23 Apr 71), the program includes a listing of billets available to officers being rotated during a particular time period.

The program is designed to give officers more information as a basis for making more intelligent duty preference choices for specific billets. Officers eligible to participate in the pilot BSP are LTs who have a desi-

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gnator of 110X, a surface warfare qualification, and a PRD between September 71 and February 72. For more details, see next month's Bulletin Board section.

● THINK TWICE BEFORE GETTING OUT!

As part of the Navy's Quality Control Program, the record of every man who is separated for more than 24 hours with an RE-1 reenlistment eligibility code is reviewed by a Reenlistment Quality Control Review Board at BuPers.

In the first three months of this year, 1299 former Navymen walked into their local recruiting offices desiring to reenlist. All were surprised to find that they couldn't ship over on the spot, and 341 of them were even more surprised when the answer came back from the Bureau that they couldn't reenlist at all.

● NEY AWARD FINALISTS FOR 1971 ANNOUNCED

Contenders for honors as the best general messes in the Navy have been narrowed to 12 with the naming of the finalists in the 1971 annual Ney Food Service competition. The winners will be announced in July. The top three performers in each of four categories are:

- Large Mess Afloat--USS Austin (LPD 4), USS L.Y. Spear (AS 36), and USS Sperry (AS 12).
- Small Mess Afloat--USS Brumby (DE 1044), USS Rigel (AF 58), and USS Florikan (ASR 9).
- Large Mess Ashore--Naval Communications Training Center, Pensacola; Naval Air Station, Corpus Christi; and Naval Station, Guam.
- Small Mess Ashore--Puget Sound Naval Shipyard, Bremerton; Naval Security Group Activity, Galeta Island, C. Z.; and Naval Air Facility, Naples, Italy.

● A REMINDER FOR CARTOONISTS

Entries for the 16th annual All-Navy Cartoon Contest must arrive at the Bureau of Naval Personnel (Attn: Pers-P4112) before 1 July. Be sure to read the guidelines in BuPers Note 1700 (8 Apr 71) and in the April issue of ALL HANDS before submitting your entry.

● DD FORM 1580 REQUIRED FOR REDUCED AIR FARES

Beginning this month, commercial airlines are making it mandatory that servicemen present copies of DD Form 1580 in order to travel at reduced military fares. That means that if you do not have the required form when you purchase your ticket, you will have to pay full fare. If you plan to fly commercial at your own expense, be safe and get at least five copies of the DD Form 1580 before departing your station. As before, you must wear your uniform when you purchase the ticket and while traveling at the reduced fare rates.

from the desk of the **Master Chief Petty Officer of the Navy**

The Golden Link



AFM JOHN D. WHITTET

DURING THE FIRST two months of my term as Master Chief Petty Officer of the Navy, I've traveled up and down the East Coast, visiting commands, talking to sailors and learning about the parts of the Navy I had not been exposed to during my regular tours of duty.

Normally, I will not single out or make specific mention of any unit or activity in this column, but I was so impressed recently with what was obviously an efficiently run and happy naval station community that I cannot help but relate what I found. I will not, however, disclose its identity.

What this particular duty station is proof of is that (what some people have disparagingly called) the "new system"—"Z-Grum-ism," if you will—really works. It works because of communications up and down the chain of command. I'm sure you've heard this many times before, but anyone visiting the station would see the unquestionable value and excellent results of establishing a solid communications link.

While there, it was my pleasure to talk to practically everyone aboard the station in groups as large as 100 people and to individual sailors as well. In visiting the station's vital and busy points of personnel contact—the general mess, the personnel and disbursing offices, the medical facilities and special services locations—I did not hear one major complaint or gripe. There were some minor problems, but the command is aware of these and is seeking solutions to them.

Also, morale was outstanding, and a feeling of esprit de corps was everywhere. Uniforms, haircuts

and the general appearance of the people on board were the best I'd seen in months.

NOW, IN LIGHT OF RECENT criticisms, public and private, from those bemoaning recent trends in the Navy toward a laxity in discipline and an alleged leaning toward permissiveness in appearance and demeanor, I have to ask why and how is this naval station experiencing such successes. After talking with the men and women there, I'm convinced that the answer is communications.

Communications has been developed there by all levels of the chain of command. It starts with the sincere concern of the commanding officers of the various activities and works its way down to their officers, chief petty officers, petty officers and finally to the seaman, until there is a relationship everywhere of mutual respect and understanding. The approach by those at the top of the chain of command is one of total involvement in every facet of life aboard the duty station. Their interest is contagious and has spread throughout all ranks and rates.

The career counseling and Senior Enlisted Advisor programs are working very well, both in representing the enlisted personnel and providing them with current information about career programs and advancement opportunities.

I AM AWARE THAT RETENTION figures do not necessarily tell the whole story or directly reflect a command's efforts along these lines, but when the average retention rate throughout the Navy for first-termers is about 15 per cent and one command can show a 54 per cent first-term reenlistment rate for a period of one year, then they must be doing something right.

I am not saying that all commands will experience similar rises in their reenlistment rates just by following an easy formula. This will not happen, because some individuals just can't be persuaded to change their ways for whatever the reason.

The point is that what some people call the "new Navy way" of doing things does work. And it works because the success of the changes instituted by our Chief of Naval Operations still depends upon the individual, whether it be CO, CPO or Seaman. I've seen it work and I believe without a doubt that what Admiral Zumwalt has been telling us for almost a year is true: if you communicate with people and treat them with respect, they will work well and respond in a responsible manner. This is the only formula for success and the key ingredient is communications.

Program is a Big Success

CIVILIAN MESS COOKS

JUST ABOUT NINE YEARS AGO, civilian contractors took over the housekeeping chores in the messhalls at three Navy stateside activities. In essence, it was a forerunner of the mandatory civilian substitution programs of 1968.

In 1962, when the Washington, D. C., and Newport, R. I., naval stations, and NAS Quonset Point, R. I., gave the experiment a go, it was just an attempt to eliminate one of the less-than-pleasant chores required of new men in the Navy.

The idea was born at the Navy Subsistence Office, the technical and financial manager of all Navy general messes. Its concept was to make it unnecessary for a man to break the training and learning cycle for his rating specialty for upwards of three months to perform necessary, but generally disliked, duties as a messcook.

But there were problems—the activity concerned, for example, had to fund the project and funds were tight.

Also, the whole idea of contracting this type of service was new. Many of the organizations bidding for the contract were just developing programs in food service housekeeping.

But time and effort, and success, provide a totally different picture of what was then, admittedly, a radical program.

STATISTICALLY, the planned civilianization of messmen's duties ashore is over 80 per cent complete. In numbers, some 4400 billets are being filled by civilians. In effect, this means that nearly 18,000 sailors a year are being trained in their jobs for longer periods than before.

Completion of the contract messmen program is expected by the end of fiscal year 1972. At that time, only recruit training centers, air stations with deploying squadrons, and a few isolated activities without available civilian labor markets will use military messcooks.

Service Week is still one of the most valuable training periods in the life of a recruit, and as most Navy-men know, messcooking plays a prominent part in it.

Since squadrons are required to provide this kind of support to ships when they deploy, their manpower allowance is maintained while ashore so it is economically unfeasible to fill those slots with civilians. Air stations themselves have, by and large, civilianized the functions.

Scope and quality of the civilian contract messmen program have grown along with numbers over the years.

ORIGINALLY LIMITED to the cleanup brigade, civilians now work on the serving line and in the prep-

aration of fruit, vegetables and salads. All cooking is still done by Navy commissarymen and there are no plans to change that.

"Women are a major factor in the improvement in service," says James Zucco, who monitors the program for the Navy Subsistence Office. "A gal tends to clean up as she goes while men are inclined to let it wait and do it all at one time." Many women are now in the program, a good share of them are military dependents. The part-time nature of most of the jobs makes them ideal for mothers who have children in school.

Wages paid, and called for in now standardized contracts, are based on prevailing scales in the local areas.

Improvement in the contract itself is also cited by Zucco as reason for better operations. With clearly stated requirements and responsibilities, everyone concerned knows what is expected and can insist on performance.

Since contracts can now be written for three years (one year plus two years of options by the Navy), the job break-in and personnel turnover problems have largely been eliminated.

Navy Food Service managers are happy with the program, since they can devote much more of their time to meal planning, preparation and service. Supervision of the civilian employees is the responsibility of the contractor.

In the opinion of Captain Robert E. Vogel (SC), boss of the Subsistence Office, the already instituted program gives the Navy a leg up on the move toward an all-volunteer armed force.

The fact that activities with contract messmen are in the thick of the Ney Memorial Food Award competition every year attests to the effectiveness of the program.

NEWLY ARRIVED NAVY FAMILIES 'DINE OUT' IN ENLISTED MESS HALLS

AN IDEA WAS BORN on the West Coast; simultaneously an idea was formed in Washington. The two met and the result was an innovation that is widely acclaimed by dependents as a giant step toward enhancing morale and well-being of Navy personnel and their families.

That's the opinion of Chief Warrant Officer Ramon M. Schley, former food service officer at the Naval Station San Diego, and a key figure in the feeding of dependents of newly arrived personnel in that activity's enlisted dining facility.

Last fall, the idea was broached at the first meeting of the area's Services and Benefits Council. Approved

by local authorities, it was forwarded as an official request to the Commander, Naval Supply Systems Command.

At the same time, Captain Robert E. Vogel, Commanding Officer of the Navy Subsistence Office in Washington, had asked his people if the rather stringent restrictions on guests in enlisted dining facilities were really necessary. (The Subsistence Office is charged with providing technical direction, financial control and professional assistance to all Navy general messes.)

Several requests from different Navy facilities for variations made it seem likely that a change was needed.

The answer Vogel got was no, so a change was made authorizing commanding officers to permit, and encourage, enlisted personnel to bring dependents and civilian guests to the general mess for an occasional meal. That was all that was needed at the Naval Station and in February this year, the families of newly arrived personnel in the San Diego area were welcomed to eat in the enlisted mess for up to 30 days.

Regular ration rates are charged but anyone taking advantage of the invitation can make appreciable sav-

ings, considering the high cost of living and over-all moving costs during a permanent change of station.

A SEPARATE AREA is provided to enable families to dine together and afford, as closely as possible, an atmosphere of "eating out." Lieutenant (jg) Richard Rider, current food service officer says, "We don't expect to be flooded with new business but any increase in patronage will only serve to increase our ability to provide a high quality meal for everyone."

The fresh idea, and the change in policy are expected to catch on at other Navy installations, particularly where new military motel accommodations are being built on or near the base. Encouragement is also being given to permitting and sponsoring family-type evening meals and after-church brunches on Sundays. Some bases have already begun these.

The new policy means that single men also can be authorized to have guests for occasional meals.

Former policy restricted sales of meals to unofficial guests of the general mess to a one-time, non-continuing basis. Effectively, that meant major holidays only.

—John Scholzen

Project BOOST — An Officer Program

PROJECT BOOST is the Navy's latest effort to open up opportunities for careers as naval officers to enlisted Navymen from minority groups who have demonstrated their potential for leadership, but whose academic background may be insufficient. "boost" stands for "Broadened Opportunity for Officer Selection and Training," and that's just what the new program will offer to selected candidates: tailored programs of instruction of up to two years, aimed at correcting academic deficiencies, preparatory to competing for the U. S. Naval Academy, NROTC Navy-Marine Scholarships, or the Navy Enlisted Scientific Education Program (NESEP). BOOST will be conducted at the Naval Academy Preparatory School in Bainbridge.

Earlier announcement of the BOOST program was made in ALL HANDS Magazine — see the May 1971 issue, page 49.

The new program should benefit the Navy as well as the outstanding individuals who'll get a boost toward a rewarding career. At the present time, line officers from ethnic groups other than caucasians represent less than one per cent of the officer corps. Additional minority group representation is expected to bring in points of view and policy interpretations that will result in making relevant decisions.

According to BuPers, the Navy is looking for enlisted Navymen "... who have shown unusual abilities to meet and cope with the limits and restraints that have been associated with the people of their ethnic and racial groups." High standing in academic work

and aptitude, while desirable, is no more important than the demonstrated ability to respond "... to the rules and customs of one's own group ... and to relate with the people and their customs in the wider community."

THE PREPARATORY CURRICULUM at Bainbridge will concentrate on mathematics, physical and social sciences, and on developing the communications skills of reading, writing and speaking. Instruction will be flexible and adapted to the needs and abilities of the individual student. The course emphasizes development of good study habits and includes educational and personal counseling and a varied program of intramural and extracurricular activities. A high school diploma is desirable but not absolutely necessary for BOOST applicants.

Highly motivated individuals should apply for BOOST directly to the Chief of Naval Personnel (Pers-B6d). Applications will normally be processed in April and May of each year and should reach BuPers by 15 May of the year in which the candidate wishes to begin the program. Selected candidates can expect orders to BOOST for classes beginning on 15 August of the year they apply. BuPers Notice 1500 (10 Mar 71) has complete application procedures.

CANDIDATES FOR BOOST must be on active duty in Regular Navy or Naval Reserve, except that highly motivated civilians who are accepted will be enlisted

in the Naval Reserve and ordered to Preparatory School after completing recruit training. To be eligible for BOOST, you must also:

- Be a male U. S. citizen.
- Single.
- Between 17 and 21 years old, as of 1 July of the year admitted, and meeting age requirements for at least one BOOST output program (see below).
- In excellent physical condition and meeting standards for officer candidates as specified in *Manual of the Medical Department*, Chapter 15.
- Meet high standards of character, patriotism, sense of duty, personal conduct and financial responsibility.
- Have a clean record, with no convictions by court-martial or by civil court for other than minor traffic violations. However, COs may forward for possible consideration records of individuals with minor civil or military violations.
- Have at least two years of remaining obligated service, as of 1 July of the year admitted, and agree to acquire the obligated service necessary for attendance at USNA, NROTC or NESEP upon successful completion of BOOST instruction.

for Minority Groups

Officer Programs for BOOST Students

YOUR COMMANDING OFFICER must ensure that you are eligible, not only for BOOST, but also for at least one of the output programs. If selected, you'll have a chance to meet many of the academic requirements for USNA, NROTC or NESEP while you're at Bainbridge. But certain outlet requirements are inflexible, such as age limits.

The three programs currently available for successful BOOST students are:

- United States Naval Academy, which offers four years of college education at Annapolis, Md., leading to a Bachelor of Science degree and a commission in

Navy Honors Black Officer

The Navy plans to name a destroyer escort after Ensign Jesse Brown of Hattiesburg, Miss., a naval aviator who distinguished himself during the Korean conflict. *uss Jesse Brown* (DE 1089) will be built at a privately owned shipyard in Westwego, La. Present plans call for launching in early 1972. The new DE will be the third Navy ship named for a black American. The other two were named after Mess Attendant 3rd Class Leonard L. Harmon, who won the Navy Cross at Pearl Harbor and died at Guadalcanal in 1942, and George Washington Carver, the well known agricultural scientist.



the Regular Navy or Marine Corps. Age limits are 17 to 21, as of 1 July of the year admitted. For other eligibility requirements, see "Opportunity of a Lifetime," *ALL HANDS*, Mar 71.

- Navy Enlisted Scientific Education Program (NESEP), which provides a four-year college education in engineering, sciences and mathematics at selected civilian universities, leading to a bachelor's degree and commissioning, normally as an unrestricted line officer in the Regular Navy. Age limits are 20 to 24; the normal requirement that candidates be at least E-4 selectees is waived for BOOST students. For more details on NESEP, see *ALL HANDS*, July 70, p. 56.

- Naval Reserve Officer Training Corps (NROTC) College Scholarship Program, which trains well qualified students for careers as commissioned officers in the Regular Navy or Marine Corps, while they are attending civilian universities of their choice. During a four-year course of college study, the Navy pays tuition, cost of textbooks and other instructional fees, and a subsistence allowance of \$50 per month to Regular NROTC midshipmen. Age limits are 17 to 21; midshipmen have a wide choice as to major field of study. See *ALL HANDS*, September 70, p. 56.

A LOT OF WATER HAS PASSED OVER THE DAM since 1963. That was the year the Defense Department issued a directive which, among other things, banned racial discrimination in military housing.

Subsequent directives spelled out the department's intention even more clearly. For example, it recognized that service families can't always choose the place where they will work and live. It also recognized that restricted choice often makes members of racial minorities the butt of discrimination by civilian landlords.

Of course, most minority service families weren't surprised to hear they were the objects of discrimination in the civilian housing market. They had known it for a long time.

There was, nevertheless, a need for the department to enunciate its determination to end racial discrimination against its members. Nobody suffered from the delusion that the task would be an easy one.

ONE OF THE FIRST ACTIONS taken by the military was to survey about 30,000 civilian housing facilities in areas in which large numbers of military people lived. The survey was confined to buildings which had at least five units for rent.

Landlords were asked pointblank whether or not they would rent to military families who belonged to racial minorities. The answers to the question at that time were not particularly encouraging. About one-fourth of those queried said they would rent to racial minorities. The rest either gave a negative reply or told the Defense Department to mind its own business.

At least, the survey gave Defense a better idea of the problem's magnitude. With this knowledge and their lists in hand, representatives of DOD made additional calls upon landlords who had not given an affirmative answer to the question.

This time, they tried to persuade the landlords to open their rental units to everyone. The efforts were gratifying — at least on paper. By December 1970 the survey indicated that about 97 per cent of the landlords, who at first said no, would now rent to minority groups.

Many within the department, however, believe the percentage is misleading. That the number who would actually be willing to rent to black families and members of other racial minorities is probably considerably less than 97 per cent.

In 1967, the Department of Defense took a drastic step to end civilian housing discrimination against its members. In selected areas in Maryland and Virginia it ordered sanctions against any landlord who would not rent to servicemen because of their race, color, creed or national origins.

The sanctions had the effect of prohibiting any serviceman from entering into a lease or rental agreement with anyone who would not also rent to minority groups.

In areas where there were high concentrations of military personnel, the application of sanctions went a long way toward eliminating housing discrimination. Landlords were often faced with the prospect of

FAIR HOUSING



empty units if they would not open them to all people, regardless of race.

The use of sanctions in areas which had a high concentration of military people proved to be a potent instrument for opening doors to minorities. In areas where sanctions had less clout, however, the situation remained relatively unchanged.

Then came the Supreme Court Decision on the Fair Housing Act of 1966 and the Civil Rights Act of 1968. Many landlords who had formerly opposed

WHAT'S BEING ☐ DONE TO ☐ IMPROVE IT ☐

open housing now at least give it lip service. Overt refusal would have incurred the penalty of the law.

IT WAS ALSO ABOUT THIS TIME that the Department of Defense's Housing Referral Offices started to become effective. These were set up throughout the Department of Defense to help all service families who moved into a new area find a home.

The office carried rental listings to which it referred the serviceman and it also established a system of

communication between tenants, landlords and DOD.

While performing its primary function, the Housing Referral Office also provided the military establishment with a kind of meter with which to measure the sincerity of open housing pledges.

When discrimination became a violation of the Civil Rights Act, some landlords invented ways to avoid open housing while, at the same time, giving it lip service.

Some used a credit check ruse. The management would consent to rent the unit but would insist that the applicant's credit be checked. This procedure usually required about three weeks.

Of course, the serviceman whose family was in a motel could ill afford such a delay.

OTHER LANDLORDS WOULD SAY they had just shown the unit to someone else who promised to take it. And there were still other excuses for not renting to members of minority groups.

When the Housing Referral Service saw such things happening time after time to members of minority groups at the hands of the *same* landlords, it was, of course, obvious that the landlord's open housing pledge was insincere. When a concrete case of racial discrimination could be made against a landlord, recourse could be sought from the Department of Housing and Urban Development and the Department of Justice, which would prosecute for violation of the Civil Rights Act.

In addition to HUD, there are also a number of civilian agencies staffed by able lawyers who are committed to combating racial discrimination in housing. They are active in both the civilian and military sectors.

Although the housing situation for members of racial minorities in the armed forces has improved steadily since 1963, there is still room for improvement—and everyone can help.

Ironically, some failures of the system can be traced to the very people it was designed to help. When a family experiences racial discrimination, it often won't bother reporting the discrimination to the Housing Referral Office, much less to HUD or one of the civilian groups who could prosecute violators of the Civil Rights Act.

Sometimes the fault for the system's failure lies with lack of command attention and even with the local Housing Referral Office itself which, for some reason, doesn't carry the ball.

Then, there is always the landlord who doesn't believe in equal housing rights and who makes all the housing machinery necessary in the first place.

SECURING EQUAL HOUSING RIGHTS for its minority group members has been an uphill battle for the Department of Defense and for the individual services. The measures employed and the authority of the law, however, have gone a long way to achieve the goal of equal opportunity in obtaining civilian housing.

With the continued effort of everyone concerned, even more can be accomplished in the future.

How To Qualify as a Navy

MARKSMANSHIP MEDALS AND RIBBONS stand for more than the Navy's acknowledgement of small arms skill; they are a constant incentive to performance of outstanding marksmanship feats.

The Navy's increasing emphasis on small arms training now includes new symbols of proficiency. In the past, only the expert rifleman or the expert pistol shot was singled out for a medal or ribbon. Today, marksmanship awards are greater than ever before.

The "Navy Pistol Marksmanship Ribbon" and the "Navy Rifle Marksmanship Ribbon" were established by the Secretary of the Navy on 14 Oct 1969; to



Above left: Expert Pistol Shot Medal, awarded for expert pistol qualification. Right: Expert Rifleman Medal, awarded for expert rifle qualification.

provide the necessary ribbons, the previously designated "Navy Expert Pistol Shot Medal Ribbon" and the "Navy Expert Rifleman Medal Ribbon" were redesignated.

The change in designation of the expert medal ribbons would permit marksmen and sharpshooters to wear the ribbon bar which formerly was authorized only for Navy personnel who had attained the expert medals.

Although the marksmanship ribbon bars are awarded to marksmen, sharpshooters and experts, it is only the expert who is awarded the "Navy Expert Pistol Shot Medal" and the "Navy Expert Rifleman Medal." These medals are issued by the Chief of Naval Personnel for the first expert qualification only. Personnel may qualify for the expert medals only once during a calendar year.

IF AN INDIVIDUAL HAS QUALIFIED THREE TIMES, he is permanently qualified.

However, the marksman and sharpshooter awards are intermediate qualifications towards the expert

designation and are not considered permanent qualifications. Duration of all qualifications, except the third (final) expert qualification, is two years.

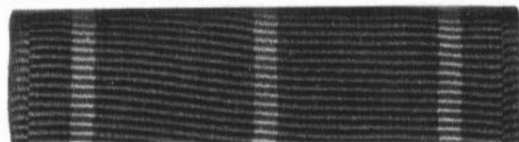
All personnel who fire for record have an entry to that effect and the grade of qualification entered in their service records. If an individual fires, but fails to qualify as marksman, this fact also is entered in his service record (Page 13), since it affects his eligibility to fire again during the calendar year.

One additional record firing is permitted during a calendar year for an individual who fails to qualify as marksman. Record entries for officers are made by means of a memorandum for the record. Record entries for enlisted are made in block #10 of "Navy Occupation/Training and Awards History" (page 4). Expert medals are worn on the naval uniform by experts only; the marksmanship ribbons are worn by marksmen, sharpshooters and experts. The marksman wears the ribbon bar without a letter device—the bronze letter "S" is worn on the ribbon bar for sharpshooter qualification.

Navy personnel who attained a first and second expert qualification wear the ribbon bar with a bronze letter "E" attached. Upon attaining the third (final) expert qualification, the silver letter "E" is attached to the ribbon bar.

ONLY NAVY PERSONNEL who have been awarded the expert medals are authorized to attach the appropriate device to the suspension ribbon of the expert medal.

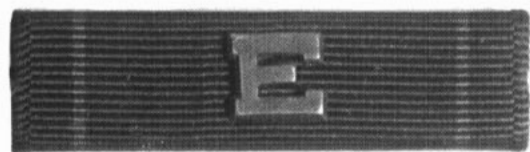
The ribbon bars and letter devices are not issued by



Navy Rifle Marksmanship Ribbon, for marksman qualification.



Navy Rifle Marksmanship Ribbon, with bronze letter "S" for sharpshooter qualification.



Navy Pistol Marksmanship Ribbon, with bronze letter "E" for 1st and 2nd expert qualification.

Marksman

the Chief of Naval Personnel, but must be purchased at the Navy Exchange. Ribbon bars now stocked in the exchanges may be stocked under their previous designation of "Navy Expert Pistol Shot Medal Ribbon" and "Navy Expert Rifleman Medal Ribbon."

Whether or not you have earned a marksmanship ribbon or qualified for the expert medal is a matter which is determined by the small arms marksmanship instructor conducting the qualification course. There is no authorization whatsoever for an instructor to issue expert medals or authorize personnel to wear a marksmanship ribbon.

The commanding officer's entry of a qualification in an individual's service record is the only authorization for a marksman, sharpshooter or expert to purchase the appropriate marksmanship ribbon and/or letter devices.

REPORT OF SCORES ("Small Arms Sheet #2"—OpNav Form 3573.2) is submitted to the Chief of Naval Personnel to report an expert qualification. When an individual first qualifies for the expert award for rifle or pistol, the appropriate medal will be forwarded to the member's commanding officer for presentation at an appropriate ceremony. Reports of marksman and sharpshooter qualifications, besides the second and third expert qualification, are not reported to the Chief of Naval Personnel. These particular qualifications are noted in the member's service record.

A marksman, sharpshooter or expert is an individual who is determined, confident and skilled with the service rifle, pistol or revolver. If a man or woman of the Navy possesses these qualities, the chances are that he or she will be singled out for a marksmanship ribbon or expert medal.

Study Time Shortened in Change By College Correspondence School

THE NAVAL WAR COLLEGE CORRESPONDENCE SCHOOL has reorganized its curriculum into nine subject areas and 32 single-installment courses. The change, which became effective in March, does not alter the total requirements at present for those officers who are working for a Naval War College diploma. It does, however, allow for varying the sequence of courses and shorten the required study time for each course.

Officers in all U. S. Armed Forces with a rank equivalent to or above Navy LT are eligible, as are U. S. Government employees with the grade of GS-10 or above. Waivers of rank and grade requirements are possible.

Naval War College courses are on a graduate level and, because of their subjective nature, require creative work. By offering more variety and a greater opportunity to be selective, the course reorganization

is a response to all officers' educational needs—whether they're interested in the entire program or in single subjects.

Each satisfactory completion is a "graduation" from that course and will be recognized by a letter to the student via his command, with a copy to his headquarters record.

For more information write: Director of Correspondence School, Naval War College, Newport, R. I. 02840.

Lightning Detection Device Could be Valuable to Navy

A PROGRAM SUPPORTED BY THE OFFICE OF NAVAL RESEARCH has led to development of a device which can detect lightning as far as 100 miles away. Inasmuch as lightning has a direct bearing on the effectiveness of missile launchings, communications, refueling operations and other naval activity, the ability to detect otherwise unseen lightning can be valuable to naval operations.

The device for lightning detection was developed as part of a broader investigation of thunderstorms, storm electrification processes, lightning dynamics and other phenomena which are hazards at sea.

The detector uses silicon solar cells which are sensitive enough to register lightning in distant clouds even in bright daylight. The detector can be fitted with a special filter which allows it to respond only to lightning and not be confused by the random changes in sunlight intensity.

The lightning detector was developed mainly to investigate why lightning occurs in warm clouds. Such clouds are found in tropical and subtropical climates usually at altitudes below 15,000 feet—the approximate freezing level.

At present, there is little theoretical understanding of lightning occurrence below the freezing level.

Aside from the lightning detector's usefulness as a research tool, it may find practical application in ships and naval installations. As a scanning device, it can detect the presence of and count lightning strokes from electrified clouds and pinpoint distant areas of lightning, thereby contributing to the safety of naval surface and air operations.

Form Required for Air Travel Discounts

The Navy has received reports from various airlines that a number of military personnel have been requesting reduced standby and reservation fares without the required DD Form 1580 in their possession.

This form is mandatory for military personnel desiring reduced air fares for leave and liberty travel. The requirement is a provision of carrier tariffs with which the airlines must comply—lacking the DD Form 1580, they have no alternative but to collect the full fare.

New and Revised Courses Available

BELOW IS A LISTING by BuPers of new and revised correspondence courses available to Navymen. With the exception of those marked with an asterisk (*), the course material is un-

classified, and two of the previously available courses—OCC Legal Medicine, NavPers 10766-1 and OCC Office of the Judge Advocate General, NavPers 10732-2—have been discontinued.

NavPers No.	Title	Supersedes	Number of Replacement	
			Assignments	Points
91672-C	ECC Aviation Boatswain's Mate E 1&C	91672-B	6	10
91613-2B	ECC Aviation Electronics Technician 3&2	91613-2	19	48
91639-1D	ECC Aircrew Survival Equipmentman 3&2	91639-1C	10	20
91650-1D	ECC Aviation Structural Mechanic S 1&C	91650-1C	12	22
91368-B	ECC Aviation Machinist's Mate R 3&2	91368-A	13	24
91547-C	ECC Communications Technician O 3&2	91547-B	7	14
91571-1G	ECC Construction Electrician 1&C	91571-1F	10	20
91544-2E	ECC Damage Controlman 3&2	91544-2D	10	18
91393	ECC Dentalman	-----	8	16
91566-3	ECC Engineering Aid 1&C	91566-2B	8	16
91574-3	ECC Equipment Operator 3&2	91574-2D	8	16
91347	*ECC Fire Control Technician (G) 1&C	-----	13	24
91351	*ECC Fire Control Technician (M) 372 (TALOS)	-----	7	14
91377-C	*ECC Gunner's Mate Technician 3&2	91377-B	8	16
91292-1 (SUP)	ECC Signalman 1&C (SUPPLEMENT)	-----	2	4
10732-B	OCC Financial Management in the Navy	10732-A	11	17
10933-A	OCC Maneuvering Board	10933-3	6	15
10933-A1	OCC Military Justice in the Navy	10933-A	16	24
10900-A1	OCC Naval Orientation	10900-A	19	28
10412-A	OCC Supply Duties for General Line Officers	10412-2	9	14

'Cromwell,' Starring Richard Harris, Among New Motion Picture Releases

Here's a list of recently released 16mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Machine Gun McCain (C) (WS): Drama; John Cassavetes, Britt Ekland.

The Private Life of Sherlock Holmes (C) (WS): Drama; Robert Stephens, Colin Blakely.

A Candidate for a Killing (C): Drama; John Richardson, Anita Ekberg.

Bullet for a Badman (C): Western; Audie Murphy, Darren McGavin.

Burn! (C): Historical Drama; Marlon Brando.

Take a Girl Like You (C): Comedy; Hayley Mills, Oliver Reed.

When Dinosaurs Ruled the Earth! (C): Drama; Victoria Vetri, Robin Hawdon.

Who's Been Sleeping in My Bed? (C) (WS): Comedy; Dean Martin, Elizabeth Montgomery.

R. P. M. (C): Drama; Anthony Quinn, Ann Margaret.

Fragment of Fear (C): Drama; David Hemmings, Gayle Hunnicutt.

Five Easy Pieces (C): Drama; Jack Nicholson.

Bedtime Story (C): Romantic Comedy; Marlon Brando, David Niven.

Cromwell (C) (WS): Historical Drama; Richard Harris, Alec Guinness.

No Blade of Grass (C) (WS): Adventure; Nigel Davenport, Jean Wallace.

Mrs. Pollifax-Spy (C): Comedy; Rosalind Russell.

Captain Horatio Hornblower (C): Drama; Gregory Peck, Virginia Mayo.

The Battle of Neretva (C) (WS): War Drama; Yul Brynner, Sergei Bondarchuk.

I Walk the Line (C) (WS): Drama; Gregory Peck.

Four Rode Out (C): Western; Sue Lyon, Pernell Roberts.

Captain Newman, M. D. (C): Drama; Gregory Peck, Tony Curtis.

Big Number Switch Is Started—Dual Identifier Will Pave Way

THE NAVY HAS BEGUN THE BIG SWITCH from military service numbers (MSN) to social security numbers (SSN) as a means of identifying its people. Although the actual conversion period is scheduled from 1 Jul 71 to 1 Jan 72, some preliminary steps are now being taken to make the transition smoother.

Prior to the final substitution of the SSN for the MSN, it will be necessary to use a dual personnel

identifier—both numbers—which will permit ready and positive identification and location of members in the personnel records of the manual and automated file systems during the conversion period. This procedure is intended to lessen any difficulties that may arise from the massive conversion of personnel records to a new identification system.

Effective immediately, all correspondence, documents, forms and reports used for naval personnel administration must include both the SSN and the MSN of the member concerned.

Specific procedures to be followed are explained in detail in BuPersNote 1070 (12 Mar 71).

Navymen Trade Salt for Sand In Search for Foreign Language

EL PASO, TEX., is now part of the world that an active-duty sailor can see, even though the closest body of water (beyond bathtub size) is a man-made lake at a local amusement park.

Over 40 active-duty career sailors traded the salt spray for occasional sandstorms when they reported for duty recently at the Defense Language Institute Southwest Branch (DLISW), Biggs Field, Fort Bliss.

The sailors are the first of possibly several hundred officer and enlisted Navy personnel projected to report for training at DLISW by late summer, according to Lieutenant Commander Henry H. Ferrero, commanding officer of the Naval and Marine Corps Reserve Training Station, in El Paso. CDR Ferrero will be acting as the administrative skipper for the first groups taking Vietnamese language training.

The influx of U. S. Navy personnel at the Institute, which currently has a detachment of Air Force students mixed with three student companies of Army personnel, necessitated the establishment of a U. S. Naval Detachment on the desert-type terrain of Biggs

Congratulations to DATC

The Naval Development and Training Center in San Diego, commonly known as "DATC," has been putting together an impressive list of accomplishments, according to a recent congratulatory message from Commander in Chief, Pacific Fleet. DATC's primary mission is to provide advanced classroom instruction and on-the-job training for senior petty officers (PO2s and above) in engineering and gunnery ratings. (See "Training for Individual Needs at DATC," ALL HANDS, Aug 70.)

DATC has already provided advanced training for almost 2700 Pacific Fleet Navymen and, as these individuals complete their shore tours and rejoin the Fleet, they are expected to help improve over-all material readiness. They are also of immediate benefit to today's Fleet: during FY 1970 alone, Navymen assigned to DATC put in more than 50,000 manhours of effort and completed more than 7000 separate repair jobs, including over 100 casrepts.

Shore Duty In Hawaii

Not enough qualified enlisted Navymen have indicated a desire for shore duty in Hawaii. In many cases they may have hesitated to do so because they suspected high living costs and long waiting lists there; the cost of living does equal or exceed that in most areas of CONUS, but a compensatory cost of living allowance was recently authorized. In addition, PO3s over four, and above, with dependents who reside in private housing on Oahu are entitled to a special housing allowance, plus BAQ, of \$3.00-3.40 per day.

Government quarters are also available; for PO1s and below, the current waiting time is 2-4½ months. CPOs may have to wait longer for smaller apartments, but those with four bedrooms are currently available within 2-3 months. Concurrent travel of dependents is authorized, and so is a temporary lodging allowance for up to 60 days while you're waiting for permanent housing.

Local exchanges and commissaries are well stocked; schools and recreational opportunities are excellent. Normal shore tour is 36 months. All you have to do is indicate a preference for Hawaii on your Seavey rotation data card, or your duty history and preference card; chances are good you'll get your preference.

Field. The detachment's administrative home station is the Naval Amphibious Schools in Coronado, Calif.

It is believed that the DLISW naval detachment is the first permanent Navy unit of its size ever to be assigned to Fort Bliss, which primarily houses the Army's Air Defense Center.

Though the first Navymen who reported for intensive 35-week Vietnamese language classes are within the enlisted pay grades of E-3 to E-9, projected classes will include officers up to, and including, the rank of commander.

All of the Navymen to be trained at DLISW are volunteers and will eventually act in noncombatant advisory roles in Vietnam, training Vietnamese sailors. "All of the men are handpicked," said CDR Ferrero, "and all are of the highest quality of Naval personnel; it's not an easy language course."

THE ADDITION OF NAVYMEN TO DLISW adds to the joint-service image of the local facility. Before this, Navymen were trained at other resident language schools within the Defense Language Institute system.

The DLI Southwest Branch is one of four stateside language branches of the Washington, D. C. based Defense Language Institute system. Other branches include the DLI East Coast Branch, co-located with DLI headquarters in Washington, D. C.; the DLI West Coast Branch located in Monterey, Calif.; and the San Antonio, Tex.; DLI English Language Branch which teaches English as a second language to foreign military personnel.

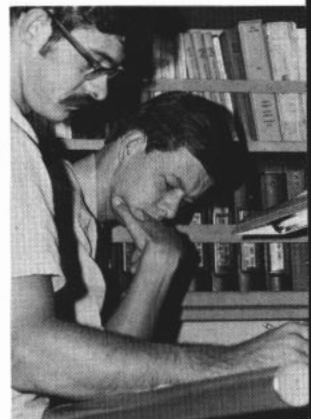
—SP5 Brad Cooper, USA

EACH YEAR, ALLIED NATIONS such as the United Kingdom, Netherlands, Belgium, France, Italy, Canada, Brazil, New Zealand and Australia exchange naval officers with the United States for training at American shore installations and aboard U. S. ships.

The purpose of the exchange is to increase the officers' knowledge of operating procedures and practices at the staff level in commands, squadrons and units which, incidentally, standardizes techniques and doctrines.

Actually, the United Kingdom and the Netherlands are the only countries which exchange officers with the United States for training aboard ships. United States and British officers serve a year and those of the Netherlands serve for six months with their respective exchange navies. But their numbers and the relatively short time of their exchange service are out of proportion to their impact. The participating officers' horizons are broadened and the crews of British, Dutch and U. S. ships receive an insight into the operations of a foreign Navy and are exposed to an opportunity for cultural and social exchange.

ALL EXCHANGE OFFICERS are experienced and qualified for their duties. Lieutenant Peter Franklyn of the Royal Navy who served aboard



BRITISH LIEUTENANT TRIES UNCLE SAM'S NAVY



Top Seabee Chief Completes Tour, To Serve as Memorial Consultant

WHEN MASTER CHIEF CONSTRUCTIONMAN WILLIAM H. SHANNON retired from active duty in the Navy, he went out in a blaze of glory and with the Legion of Merit pinned on his blouse.

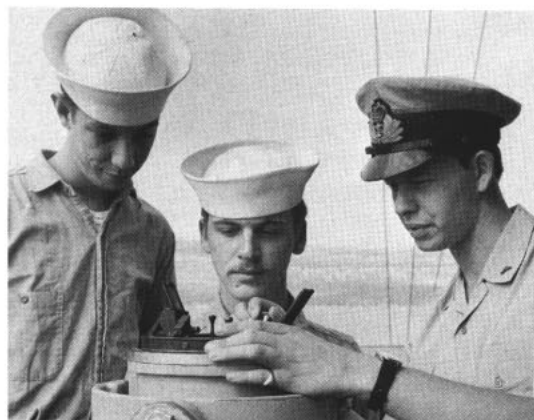
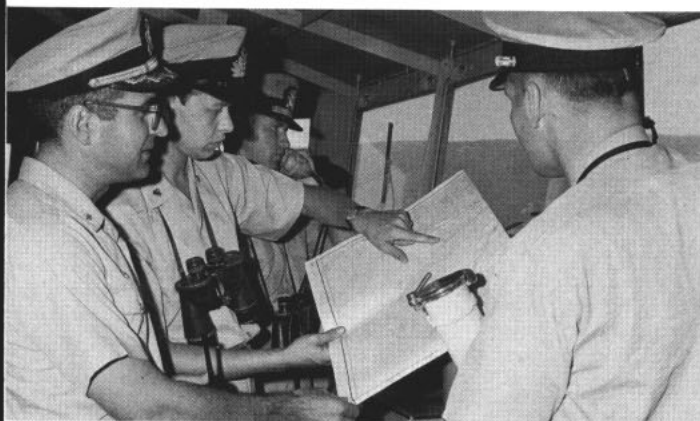
While Shannon was Master Chief Petty Officer of the Seabees, his recommendations went far toward enhancing the welfare, morale, billet structure and personnel management of Seabees and his efforts to improve their assignment, rotation and schooling were tireless.

During his tenure as the Seabee's MCPO, Chief Shannon traveled around the world to obtain first-hand information on the situations and problems which

concerned Seabees. During this time, he made many friends. He will be missed.

Even in retirement, Master Chief Shannon will be working for the Seabees. He plans to remain temporarily in the Washington, D. C., area to serve as consultant on plans for a memorial to be erected in Arlington National Cemetery. The memorial will honor men of the Construction Battalions who died in the service of their country.

Chief Shannon is succeeded by Master Chief Petty Officer O. K. Welborn who first joined the Navy in 1944 as a quartermaster. Chief Welborn has had extensive experience as a civilian in construction and engineering work and, since he has been in the Navy, has served in posts around the globe.



USS *Mullinix* (DD 944) is a case in point.

Before he became an exchange officer, LT Franklyn had served aboard HMS *Carysfort* and the Royal yacht *Britannia*.

In *Mullinix*, LT Franklyn had his share of sea duty. The destroyer left Norfolk early in February 1970 for Puerto Rican waters for six weeks of training as a participant in *Springboard 70* exercises.

April saw the destroyer outward bound to join the Sixth Fleet. During this period, LT Franklyn played an important role in *Mullinix's* two operational visits to the Black Sea. He developed the

same competence and professionalism expected of his American counterparts and became qualified as a Fleet Officer of the Deck.

Aboard *Mullinix*, LT Franklyn's first duties were as main propulsion assistant which familiarized him with the American engineering plant. Afterward, he assumed duties as navigator, a position which he enjoyed greatly and which put to good use his previous experience and ability.

Although LT Franklyn was a guest aboard *Mullinix*, he played a full part in the daily life of the ship as a department head.



Top row left to right: LT Peter Franklyn of the Royal Navy looks over a chart with American Navymen. (2) LT Franklyn and a QM discuss ship operations. (3) Officers aboard USS *Mullinix* (DD 944) plan their course to coastal waters. (4) The British officer instructs two QMs as part of their in-rate training. Bottom left to right: The evening meal at anchor. (2) LT Franklyn shows that bridge is popular on both sides of the Atlantic. (3) Officers' call and LT Franklyn takes his place along with the other department heads. (4) Plans are made for next week's operations. (5) Under way and there is an important job to be done.



Navy Federal Credit Union Makes Saving Cash Painless

HAVE TROUBLE SAVING MONEY? If you do, you may benefit from the experience of many Navymen who save by allotment with the Navy Federal Credit Union. Not only is this method painless — if you don't see the money, you can't miss it — but also the NFCU gives you:

- A safe place for your money — NFCU share accounts are insured up to \$20,000 by a federal agency.
- Complimentary life insurance — one dollar for each dollar you hold in shares, up to \$2000.
- An improved credit rating — systematic savings is one factor used in determining a person's credit rating.

- Funds to pledge as collateral on a low interest-rate loan, should the need occur.

- A convenient way to repay on a loan — NFCU can deduct monthly loan payments automatically from your allotment if you wish, thus saving you book-keeping work.

An allotment to NFCU can be a convenience and an advantage to you. If you're in the military, you may make regular share purchases by registering your "S" (savings) allotment to NFCU. If you are a civilian employee of the Department of the Navy, your personnel office can provide you with Standard Form 1198 "Request for Allotment of Pay."

Check into what the NFCU has to offer you—it's money in the bank.

For
Career
Navymen...
MORE
ANSWERS
TO
QUESTIONS

Questions about rights, benefits, programs and policies of interest to Navymen and dependents continue to be asked hundreds of times each month in letters and telephone calls to the Bureau of Naval Personnel. A cognizant BuPers office provides a prompt, personal reply to each query, and those of general interest are published in ALL HANDS.

Here's the fourth in a series. For parts I, II and III, see ALL HANDS, August, October and December 1970.

Rotation/Assignment

Q: What's the story on tour completion dates for chief petty officers? I understand a chief's transfer month is quite flexible.

A: The term "tour completion date (TCD)" has been changed to projected rotation date (PRD). Prospective rotation dates for those in grades E-7, E-8 and E-9 are used primarily for planning. An effort is made to transfer CPOs at their prospective rotation dates; however, in a given case, operational commitments, nonavailability of relief or lack of available billet may preclude assignment at PRD.

Q: I hear that volunteers are needed for duty in submarines. How can I get into the submarine force?

A: Check the requirements in Chapter 10 of the *Transfer Manual*, and if you meet these, submit a request (NavPers 1306/7) via your CO to the Chief of Naval Personnel. If accepted, you will be ordered to submarine duty after six weeks of basic submarine school.

Q: I was eligible for shore duty before attending "C" school. Will I be assigned to shore duty upon completion of the school?

A: As you near completion of the school, an availability report will be sent to BuPers. Your rating controller will determine whether your assignment will be to shore duty or, if necessary, to a "sea short tour" before assignment ashore.

Q: My ship is scheduled for inactivation and I'm headed for reassignment to some other sea duty. I'd like to serve on one of the 100-foot torpedo retrievers, but can't find out who they come under so I can list the duty on my preference

card. I understand these craft have billets for my rating.

A: There are four torpedo weapons retrievers classified as sea duty (type 2) and assigned to the Submarine Force: TWR-1, ComSubRon 4, Charleston; TWR-2, ComSubRon 6, Norfolk; TWR-3, ComSubFlot 1, San Diego; and TWR-6, ComSubFlot 5, Pearl Harbor. Since your present ship is assigned to the Atlantic Fleet, your best bet would be to request TWR duty with ComSubRon 4 at Charleston or ComSubRon 6 at Norfolk.

Q: *Most service craft duty in the U. S. is considered shore duty, and boat captains get a four-year tour, instead of the usual two years, to compensate for the considerable time they spend out of port. I'm a tug skipper based overseas and wonder why I can't receive the same consideration (I'd like to stay with this job for four years). Is there any way for me to get a four-year service craft tour here?*

A: Your service craft duty is being performed in an area that is considered shore duty for enlisted rotation purposes. The normal tour length for that area is 36 months for accompanied tours and 24 months for unaccompanied and "all others" tours. Because you are single, your tour was set at 24 months. Extensions of tours in your area for you are possible—up to an additional 24 months. Your personnel office will assist you in making application. Factors considered by your rate controller, when acting on your request, include your commanding officer's recommendation and the over-all availability of shore billets for your rating.

Q: *I am a JO3 and, according to the C-70 Seavey notice, I was fully qualified for shore duty. I even filled out the rotation data card for the segment, and my personnel office told me I was eligible for shore duty. However, a later Enlisted Distribution and Verification Report (BuPers Report 1080-14) listed me as not eligible because of insufficient active duty obligation. How come?*

A: In spite of the 1080-14, you are eligible for assignment but or-

ders had not been issued. Here's what happened: You are in one of the ratings listed in the Seavey notice which required but 14 months of obligated service. This 14 months' obligserv was a temporary feature of the Seavey and it was not prudent from a cost standpoint to incorporate it into the data processing procedures. Therefore, the Seavey computers did not consider the 14-month feature and you came out as ineligible on the 1080-14. But here's where humans take over. Each rating controller in BuPers scanned the lists of men who were computer-determined to be ineligible because of insufficient obligated service. You and others were taken off the list.

Q: *I'm on a normal tour of shore duty which began in June 1970. After one month ashore, I was hospitalized for three months, and then returned to my shore station for completion of the duty. Will my tour completion date be advanced three months?*

A: The term "tour completion date (TCD)" has been changed to projected rotation date (PRD). Your PRD was established when you reported ashore. While hos-

said he already has his orders for a three-year shore tour. I haven't received mine yet, but my ship's PN tells me I've been dropped to EPDOCONUS for a two-year tour. Why the difference? I'd prefer a three-year tour.

A: The normal shore tour for QM1 is two years. However, your buddy volunteered (and was selected) for instructor duty as a recruit company commander. As such, he receives a three-year instructor tour. Since you already have been "dropped" to EPDOCONUS for general shore duty, you may be out of the running for instructor duty. A telephone call to the instructor desk in BuPers should let you know if there is a chance your orders can be modified.

Q: *I have been at sea since the sea duty commencement date prescribed for my rate in the latest Seavey notice, but my command has no duty preference card for me. Why?*

A: First, check to see if your SDCD is recorded correctly in the Naval Manpower Information System as reflected in your command's 1080-14. If it's incorrect, send a letter to the Chief of Naval Per-



pitalized you were officially on temporary duty under treatment, which does not change your PRD.

Q: *While on liberty recently, I ran into a buddy I hadn't seen since boot camp. We are both QM1s now, and as it turns out we both were scheduled to move ashore under the same Seavey segment. He*

sonnel requesting that it be changed. You then may request a late submission, which will not hold up your Seavey orders.

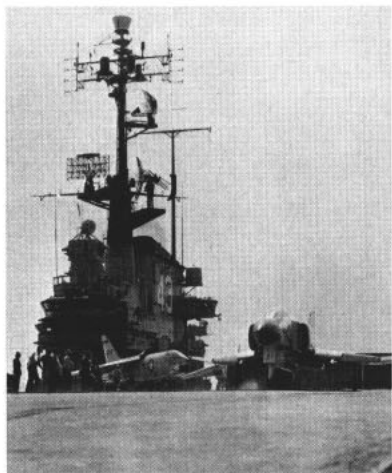
Q: *I have been on shore duty for almost a year now, and have another year to go. Frankly, I miss shipboard life and feel I'm getting rusty not working in my rating. How*

Answers to Questions

can I return to sea duty before my shore tour is over?

A: Normally, you do not return to sea duty until you have completed your tour ashore. However, if you have "an ardent desire to serve on arduous sea duty," you may submit a request (under article 7.47 of the *Transfer Manual*) to the Chief of Naval Personnel via your CO and the appropriate EPDO. You can anticipate approval of the request if you have completed at least one year of your present tour and agree to obligate your service for 24 months from the date of transfer. Also, such a transfer must be "in the best interest of the Navy."

Q: I am now on sea duty and do not wish to move ashore. Is it possible to continue serving at sea?



A: Yes. NavOp Z-11 guarantees you a two-year sea extension if you want it. If you are serving aboard ship, you normally will be allowed to remain on board. If you are recorded in the Seavey but have not received shore duty orders, you may indicate your wish to remain at sea by entering "9-9" as your broad duty choice (see article 3.27b, *Transfer Manual*) on your rotation data card. If your rating or NEC is under BuPers detailing authority, simply request continuation of sea duty on your duty preference card.

Q: I requested a sea extension by submitting the "9-9" broad preference code on my rotation data card. Now I've changed my mind and would like to move ashore. Can the extension be canceled?

A: After it has been in effect for one year. You then may submit a letter requesting that your sea extension be canceled. The request should be addressed to the Chief of Naval Personnel, via your CO and the appropriate EPDO. For details, see article 3.35, *Transfer Manual*.

Q: I listed my shore duty choices at the regular submission time, but have reconsidered. How do I get my new choices recorded?

A: Contact your personnel office. Your PN will send a speed-letter with your new choices to BuPers, under the format outlined in article 7.48 of the *Transfer Manual*.

Q: I have orders to an overseas station. Where do I find information regarding concurrent travel and passports for my dependents?

A: BuPers Inst. 4650.14 has information on passenger reservations, immunization requirements, passport requirements, areas which require entry approval for dependent travel, baggage information, etc. See your personnel officer.

Pay and Allowances

Q: Is the mandatory class "Q" allotment to dependents automatically discontinued when the sponsor is advanced to grade E-5 or goes over four years' service in grade E-4?

A: When you reach either category your disbursing office should contact you and inform you that the allotment will be discontinued, but that you can keep one going in the form of a "D" allotment.

Q: If I decide to reenlist and draw the variable reenlistment bonus, for how many years must I exceed my present obligation?

A: Assuming you are eligible for the VRB, BuPers Notice 1133 (31 Jul 1970) requires that you reenlist for a term which exceeds your present obligation by at least two years.

Q: Is a VRB ever paid in one lump sum?

A: Normally, the VRB is paid in equal annual installments. In especially meritorious cases, it may be paid in fewer installments or in

a lump sum, but these payment methods require approval from the Chief of Naval Personnel. Paragraph 10 of the basic VRB directive (BuPers Inst. 1133.18) contains information on procedures to follow when applying for lump sum payment.

Q: I have more than eight years' total active service. If otherwise eligible, may I draw the VRB?

A: No. The current directive in BuPers Inst. 1133.18 limits payment of VRB to those who qualify by virtue of rating/NEC and have less than eight years of active service.

Q: I own a house trailer. Will I be paid a dislocation allowance when I transfer to my new duty station?

A: No. A dislocation allowance is intended to provide financial assistance to those who must relocate and refurnish a new home or apartment. When Congress considered the dislocation allowance provision, it was determined that since mobile homes do not have to be refurnished, it is not necessary to pay the allowance to mobile home owners.

Q: May a Navyman be reimbursed for the movement of a house trailer from its place of purchase to his duty station or home port if the trailer was purchased after he was transferred (or after he received transfer orders)?

A: Yes. If he is of eligible grade and the trailer is acquired on or prior to the effective date of his permanent change of station orders for use as his, or his dependents', residence. The effective date of PCS orders is the date that travel must begin in order to comply with the orders (JTR M3003.b). Reimbursement may not exceed the entitlement from the old duty station to the new one.

Change of Rating

Q: I participated in the exam for YN3. Now I'm told that because I am a foreign national (Canadian citizen), I cannot be a yeoman because I am not eligible for a security clearance. What happens now?

A: Your command should have known that you were ineligible to strike for a rating which normally

requires a security clearance. However, to avoid penalizing you for an apparent command error, your exam will be validated. If you are authorized to be advanced, the advancement will be confirmed concurrent with placing you in training for change of rating to one not normally requiring access to classified information (paragraph 302.6, *Manual of Advancement*, has a list of such ratings).

Q: After four years as a radarman, I no longer have any interest in the rating and believe I would enjoy being a radioman. What are my chances of changing?

A: Not good. Instructions for change of rate or rating are contained in *BuPers Manual* (article 2230180) and, as stated in paragraph 4e, requests from those who



serve in undermanned ratings, and those who possess specialty skills which are in short supply, will normally not be approved. Since radarman is on the "open rates" list, your request would probably be disapproved.

Q: My request to change from seaman to constructionman was disapproved by the Chief of Naval Personnel. I am still interested in the Seabees. What can I do to get into the construction field?

A: Unless you had previous experience in construction work, your chance of changing is very poor. Conversions to the construction apprenticeships are necessarily limited because of force reductions in the group VIII ratings.

Officer Promotion

Q: What is the minimum number of recommendations required from the active duty selection board if I'm to be selected for promotion?

A: You must receive the recommendation of at least two-thirds of the acting members of the board concerned. If the board is composed of five members or less, a majority may recommend the promotion.

Q: When are permanent appointments issued?

A: The number of officers who may serve in permanent grades is determined by statute. Eligibility for permanent appointment is based upon lineal position as vacancies occur in the permanent grade structure. Staff corps officers become eligible for permanent ap-

pointment when their line running mates become eligible.

Q: What percentage of officers may be selected from below the promotion zone?

A: A law which set a five per cent limitation of the total number of Navy officers which could be selected from below the promotion zone was suspended by the President for two years from 29 Aug 1970. The present administrative policy authorizes up to 15 per cent below zone selections.

Q: When may an officer who holds a permanent appointment as ensign be permanently promoted to lieutenant (jg)?

A: On the third anniversary of his date of rank as ensign.

Q: How is the promotion date determined for warrant officers?

A: The promotion date is the anniversary date of the date of rank upon appointment to W-1. Under usual procedures, the time required between grades for temporary promotion is: W-1 to CWO-2, two years; CWO-2 to CWO-3, four years; CWO-3 to CWO-4, four years. Again, under usual procedures, this means 10 years' total warrant service before the officer is eligible for CWO-4. However, the administrative policy which authorizes up to 15 per cent below zone selections recognizes high performance and allows an officer who is selected early to be promoted two years earlier than previously allowed; if selected early twice in succession, he would be eligible for temporary promotion to CWO-4 after only six years' total warrant service. NavOp 31 (20 Feb 1971) contained the word on this new procedure.

Q: Are all graduates of the Navy Enlisted Scientific Education Program appointed to commissioned grade in the unrestricted line?

A: The majority are. Appointments in the restricted line or staff corps categories are authorized for those who are not physically qualified for the unrestricted line, and for a few others who have exceptional qualifications for duty in such categories as supply, engineering, civil engineering, ordnance engineering, aeronautical engineering, aviation maintenance and geophysics.

Training/Education

Q: I'd like to enroll in an officer course administered by the Naval Correspondence Course Center. Are enlisted men permitted to take officer courses? How do I apply?

A: You're eligible to take an officer correspondence course if your CO approves your application on the basis of your professional needs. Use the regular NCC application (NavPers 1550/4) which should be available in your education office.

Q: May officers take enlisted courses?

A: Yes. Inactive Reserve officers can earn Reserve retirement

Answers to Questions

points for courses designated either officer (OCC) or Officer-Enlisted (OCC-ECC).

Q: After successful completion of "C" school, how do I ensure the appropriate Navy Enlisted Classification code has been assigned?

A: Two administrative sections should be checked. First, see to it that page four of your service rec-

ord has an entry which reflects the appropriate NEC assignment. Next, your station's current BuPers Report 1080-14 should reflect the NEC. You should verify the 1080-14 about 60 days after reporting to a new duty station to ensure that any new NEC you may have received while en route or while TEMADD has been entered, even though you are certain a service record entry has been made. This ensures that the "longhand" of your service record has been properly transcribed into the "shorthand" of the Navy Manpower Information System magnetic tape—the record from which you may be detailed.

Q: May commanding officers request funds to obtain the services of a qualified civilian instructor?

A: COs are authorized to establish group study classes to satisfy individual or command requirements. The Navy Instructor Hire Program provides funds, on request, to a maximum of \$500 for any one class, for the purpose of hiring civilian instructors. A group study class using civilian instructors requires a minimum attendance of 10 military personnel at

the first class meeting. USAFI instructional material must be used, unless exception is granted by the Chief of Naval Personnel (Pers-C43).

Q: Aside from the Navy Enlisted Scientific Education and Associate Degree Completion programs, does the Navy grant leaves of absence to career enlisted per-

sonnel to permit them to attend college?

A: No. There is no program by which enlisted personnel may obtain leave of absence in order to complete requirements for a college degree.

Q: What is the age requirement for entrance into the Naval Academy?

A: Candidates must be at least 17 and less than 22 on 1 July of the year of admission.

Q: Does the curriculum of the Naval Academy require that midshipmen take the same courses which, therefore, provide the same educational background?

A: No. A selection of 24 majors allows a midshipman to concentrate his studies in a field of his choice as his background and abilities permit. However, every midshipman is required to complete the courses in the core curriculum (or validate equivalent college-level work) and complete one of the minors offered.

Q: Where can I receive information about the possibility of obtaining college credit for courses I completed at service schools, or for

my other military experiences?

A: The decision as to whether credit may be granted either for military courses or military experience is an individual one made by the school concerned. Questions concerning the possible granting of advance credit may be addressed to either the registrar or the director of admissions of the school to which you hope to gain admission. This may be done either by letter, or, if a variety of service educational experiences are to be considered for credit, by submitting DD Form 295 (Application for Evaluation of Educational Experiences During Military Service). See your command Educational Services Officer.

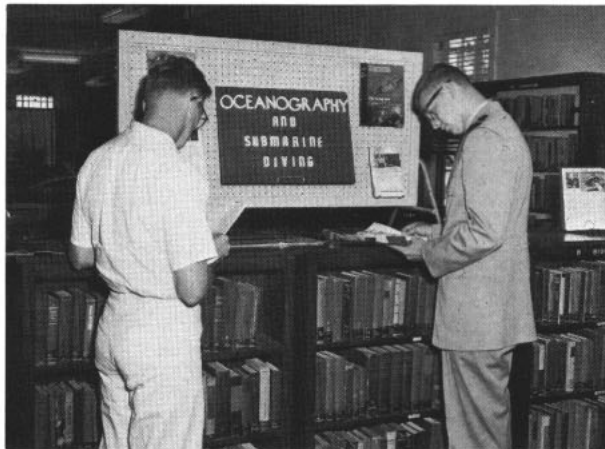
Q: If I request a specific "C" school as reenlistment incentive under section 12.8 of the Transfer Manual, and no quota is available during that fiscal year, may the school guarantee be held over until the following fiscal year?

A: Yes. Generally, BuPers will reply to the original school request and state that it is approved but that no quota is available, and that a quota will be granted as soon as one becomes available. (At present, BuPers is sending alternate choices of open school quotas with such replies. This offers the reenlistee an up-to-date choice of schools, whereby he may not be required to wait.)

Q: What's the status of the pilot program whereby an officer is ordered to an NROTC university for one year under instruction followed by two years of duty as an instructor at the unit?

A: To date officers have been accepted into this program at UCLA, New Mexico, Rensselaer Polytechnic Institute and the University of Pennsylvania. The program has received universal support from the academic community and is considered to be a partial answer to the difficulties in NROTC staffing. No increase in the program is planned for FY 72 due to severe budgetary cuts in all civilian education programs; however, the program will continue on a limited basis until additional funds become available.

Q: Are active duty enlisted men



eligible for the NROTC College Scholarship Program?

A: Yes—within the quota established for their state of record. There is no special quota for Navy personnel. Selectees are discharged and then enlisted in the Reserve at the time of appointment as midshipmen. NROTC midshipmen receive tuition, books, uniforms, and \$50 per month while enrolled in college for four years. Commissions as unrestricted line officers in the Regular Navy and Marine Corps are awarded upon graduation.

Q: Is there a maximum age for eligibility in the Associate Degree Completion Program (ADCOP)?

A: Not at present, under BuPers Notice 1510 (15 Jul 1970). Previously, 39 was the cutoff age. Now, applicants must have completed five years' continuous naval service but less than 14 years' active military service as of 1 September of the fiscal year during which they wish to attend school.

Q: If I'm selected for ADCOP, for how long must I obligate?

A: For at least six years of active service from the month you transfer from your duty station to school.

Q: Can men in their first enlistment apply for ADCOP?

A: No. Applicants must be in grade E-5 or above and be serving in a second or later enlistment. See BuPers Notice 1510 (15 Jul 1970) for other information on ADCOP.

Officer Specialty Codes

Q: How may an officer receive the Surface Missile Systems special qualification / special designation code?

A: To qualify for the SMS code, you must first complete an SMS officer's course, including the end-of-course examination. Next you must serve at least 12 months on board ship under the supervision of a qualified SMS officer in a qualifying billet, and demonstrate proficiency in the tactical employment of the SMS battery. When your training and apprenticeship requirements are met, and your CO is satisfied that you are qualified, he will say so in writing to the Chief of Naval Personnel. You may expedite the code assignment by

submitting a letter request, via your CO, to BuPers.

Q: What are subspecialty codes and how do I get them on my officer data card?

A: These are five character codes which indicate "significant qualification in a particular field of naval endeavor, other than naval warfare, obtained through graduate or baccalaureate level education, practical experience, or a combination thereof." The first four characters are numbers which identify the subspecialty, such as 8442 (Nuclear Physics), 8610 (Meteorology), 9413 (Financial Management), etc. The fifth character is a letter suffix which indicates the subspecialty was gained by doctoral level education (D), master's level education (P) or baccalaureate level education, practical experience or a combination thereof (S). A D- or P-code is automatically assigned (and will show up in future officer data cards) if you have completed master's level education or higher at the Postgraduate School in Monterey or have completed the required level of education at a civilian university under Navy sponsorship. If you believe you have a field of experience gained through education or functional training which deserves to be recognized by a subspecialty, check BuPers Manual, article 1430200, to see if you qualify. If you do, make the appropriate entry on the back of the officer data card and forward it to BuPers. Your

record will be reviewed and if you meet all the criteria, you are designated with the subspecialty.

Training Publications

Q: May I enroll in a correspondence course if it is not applicable to my rate?

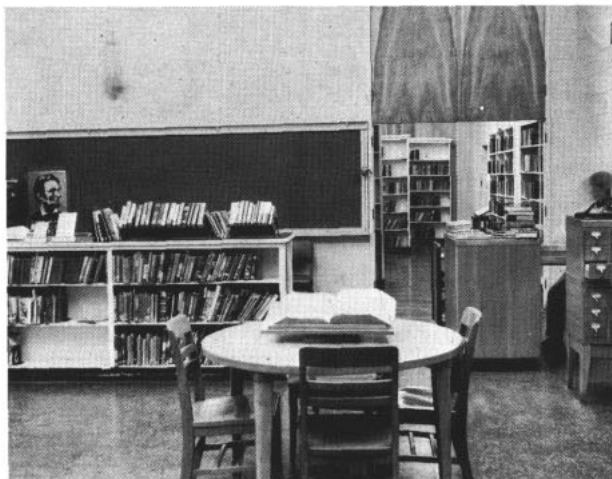
A: Yes, but you should first complete the ones which pertain to your rate.

Q: What does the number and/or letter which follows the NavPers number of an enlisted correspondence course mean?

A: The complete NavPers number may consist of two parts, a basic number comprising five digits and a suffix consisting of a number, a letter or both. The suffix is separated from the basic number by a dash. For example, 92114-E or 91225-2A. A letter in a suffix indicates a minor revision of the course. A number indicates a major revision. In the first example "E" means the course has had five minor revisions. In the second example, the "2" in the suffix indicates two major revisions; the "A" indicates one minor revision to the last major revision.

Q: Occasionally I see information in rate training manuals which is incorrect or outdated. What is the procedure by which I can make this known and suggest possible alternate information?

A: Assistance such as this is always welcome. Write the Chief of Naval Personnel (Pers-C41), give the NavPers number of the



Answers to Questions

publication, page number for correction, and your specific comments. Be sure to include references which support your recommended changes.

Q: *I have completed a number of Navy correspondence courses and invariably have been required to return the text materials to the Correspondence Course Center. There have been a number of texts I wanted to retain for reference. I understand these books are not for sale by the course center. Is there any place I can buy them?*

A: In many cases, courses administered by the center are based on commercial textbooks. These, of course, may be ordered from the publisher or purchased at a bookstore. In many other cases, the texts are government publications and are for public sale by the Government Printing Office. A list of these publications, including prices, may be obtained by writing to the Superintendent of Documents, Washington, D. C. 20402.

Q: *I notice that training manuals and correspondence courses for hospital corpsmen and dental technicians have NavPers numbers. Navy Regs states that the Bureau of Medicine and Surgery has responsibility for individual professional training of medical personnel. So why NavPers numbers, which suggest that BuPers is the publisher?*

A: BuPers is responsible for advancement-in-rate training and for preparation and administration of advancement exams. The publication of manuals and courses used in preparing for advancement is another BuPers responsibility. Manuals and courses for HMs and DTs are prepared and reviewed by medical and dental personnel, but are published and distributed by BuPers.

Q: *I just changed my rating from AX to AW. I'm an AW2 and would like to study for AW1, but there isn't any AW1 and C manual. What should I study?*

A: Training materials for a new rating are developed according to a predetermined plan which is set in motion many months before the rating is established. The first step is to develop a study guide, then (taking AW for ex-

ample) the AW 3 & 2 manual, and finally the AW 1 & C manual. The study guide takes several months to develop; the manuals take considerably longer. The AW study guide was printed several months before you changed your rating. Its main purpose is to provide you with a list of available publications you can study for advancement. It lists the qualifications for E-4 through E-9 and names the publications you should study for each qualification. In your case, study the publications listed for E-6, E-5 and E-4. The AW exam writers base the questions on these references. If you don't have a copy of the study guide, ask your ESO to order it for you: NavPers 10019.

trolled distribution, requiring a large staff and mailing facilities. would be necessary to even attempt to keep the books current. Many users would never receive changes. The current system of periodic revision and printing of the entire book, and then total replacement, works quite well at less cost to the government.

Q: *Where can I find a current listing of manuals and courses?*

A: A pamphlet *List of Training Manuals and Correspondence Courses* (NavPers 10061) is distributed about twice a year to all ships and stations.

Q: *Where do we look for material to use in our command's drug abuse program?*



The AW 3 and 2 rate training manual and correspondence courses have now been published, and the AW 1 and C manual and courses will go to press soon.

Q: *Why aren't the rate training manuals published in loose-leaf format so that changes can be made more frequently without printing the entire manual?*

A: The loose-leaf format is more expensive when you consider printing, hole-punching and page trimming. Binders are expensive and require periodic replacement. But the major problem with loose-leaf is distribution. With over a million copies of books in the field and in stocking facilities, a con-

A: BuPers Notice 1560 (3 Jun 1970) contains a list of current and informative material on drug abuse.

Library

Q: *Our destroyer receives very few best sellers. We would like to see more of them. What is the problem and what can we do about it?*

A: The basic problems are money, identity and selection criteria, but not necessarily in that order. First, there is a financial limit on the number of books the Chief of Naval Personnel may distribute each month. If your ship wants more books, you may request them from BuPers or purchase them with local funds. There

is an identity problem with regard to best sellers. The Navy buys books before publication and therefore without knowledge of how popular any given book will be. Also, one needs to identify his particular list of best sellers, because there are several different lists. The Navy actually hasn't missed many best sellers, and often ferrets out books which become surprise best sellers and make the list after a long period of sales exposure. The Navy book selection criteria sometimes result in decisions not to buy. Examples are cookbooks, religious books and certain sex-oriented books. Generally, the Navy attempts to purchase books which cover a broad spectrum of knowl-

Q: Can I be fined for having overdue books from the ship's library?

A: No, nor can fines be assessed by station libraries ashore. However, other kinds of penalties may be applied at the discretion of the commanding officer. Library books are government property, and their use is so regulated.

Uniform

Q: May I wear my peacoat with civilian clothes on liberty?

A: No, because, says *Uniform Regulations*, the peacoat is a distinctive part of the uniform. What makes it so are prescribed rating badges and the buttons. Removal of the buttons and insignia would



edge, current interest topics, literature forms and styles, etc. As a group, best sellers alone do not provide the desired coverage.

Q: When a hurricane hit our area, some books in our quarters which belonged to the station library were soaked beyond redemption. Can I be held responsible?

A: Not if the facts are as you stated them. If there is no gross negligence, you are not at fault. Acts of nature, hazards of war, operational mishaps and like incidents which result in loss of government property in the hands of individuals generally cannot be made their responsibility.

make wearing the coat with civvies permissible.

Q: Are gabardine dress blue uniforms worn by men in grade E-6 and below authorized for command inspections?

A: No. To quote *Uniform Regulations*: "Although optional fabrics for the service dress blue uniform are authorized for wear and may be maintained, male personnel shall maintain one complete, issue-type, blue melton uniform for wear at inspections and other occasions as prescribed by the commanding officer."

Dependents' Schools

Q: My husband died while on

active duty and I plan to reside in an overseas area where there is a DOD-operated dependents' school. Are my children eligible to attend on a tuition-free basis?

A: No. One criterion for eligibility is that the sponsor must be on active military duty and stationed in a foreign country.

Q: My ship is homeported in CONUS but deployed to the Mediterranean. I paid for the cost of transportation for my dependents to join me in Italy. Are they eligible to attend the dependents' school on a tuition-free basis?

A: No. The law states that you, the sponsor, must be stationed overseas. The fact that you are serving overseas is not sufficient.

Q: I am stationed overseas and know that my children are eligible for schooling at government expense. However, I have already enrolled them in a tuition-fee school and have paid a portion of the tuition. Will the Navy reimburse me?

A: No. DOD instructions state that parents may not be reimbursed for expenses they incur for tuition-fee schooling and related costs.

Q: Whom should I contact for information on the education of my dependents while stationed overseas?

A: If you are in the Atlantic area, including Central and South America, contact: Superintendent, DOD Dependents Schools, Atlantic, Washington Navy Yard, Washington, D. C. 20390. If you're in Europe or Africa, contact: Director, U. S. Dependents Schools, European Area, APO New York 09164. In the Pacific area, contact: Superintendent, DOD Dependents Schools, Pacific, Hdq. PACAF (DPD), APO San Francisco 96553.

Q: My next assignment will be on Guam. What educational opportunities will be available for my dependents?

A: The public schools on Guam are operated by the Government of Guam. Many of the teachers have attended U. S. colleges and universities. The high schools are accredited by the Western College Association located in the U. S.

Answers to Questions

Q: *I am assigned to a station in CONUS where the local public schools are inadequate and the county receives a certain amount of federal funds toward the payment for the education of my children. Can these funds be diverted to a private school to supplement the cost of the tuition for my children?*

A: No. The law under which these funds are authorized makes no provision for them to be used in other than a public school system.

Q: *My children attend a local public school in CONUS. The school system requires all pupils to purchase their own textbooks and certain instructional supplies. Will the government reimburse me for this expenditure?*

A: No. This is the policy of some school systems, and there are no federal funds for reimbursement to parents.

Retirement/Fleet Reserve

Q: *After I transfer to the Fleet Reserve, when and to what location may I have the government ship my personal property?*

A: Within one year of the date you leave active duty, to your home of selection. This is the place—anywhere you desire—to which a travel allowance is paid. Once you select your home and accept the travel allowance, the choice of selection is irrevocable.

Q: *Is constructive service creditable for 30-year retirement on the same basis as for transfer to the Fleet Reserve?*

A: The laws on retirement after 30 years of active service are not the same as those which govern transfer to the Fleet Reserve, or "20-year retirement." Certain types of constructive time which may be applied toward one do not count toward the other. Specifically, for 30-year retirement, you may include as constructive time only the periods of enlistments and extensions you do not serve when you ship over early (up to three months for each). These unserved periods also may be counted toward total service for transfer to the Fleet Reserve. However, this is where the constructive time

similarities end. A completed minority enlistment counts as a full four years in total service for transfer to the Fleet Reserve, but not for retirement. Also, six months or more may be counted as one year toward total service for the Fleet Reserve but, again, not for retirement. However, an individual may apply for transfer to the Fleet Reserve after 29 years and six months and receive full credit for 30 years. After six months, he is transferred to the Retired list.

Q: *I entered the Fleet Reserve last year as a chief petty officer with 20 years' service. May I return to active duty under the open rates program?*

A: Only if your rate is on the list of open rates listed in the enclosure to BuPers Inst. 1130.4K of 13 Feb 1971. Only a limited number of E-7 rates are currently included on this list. Recall to active duty is for a minimum of two years.

Veterans Benefits

Q: *How long am I entitled to receive payments from VA while pursuing my education?*

A: You are entitled to 1½ months of schooling for every month of active duty after 31 Jan 1955, with a maximum allowance of 36 months. However, no educational assistance may be paid after eight years from the date of your last discharge.

Q: *Can a veteran go to any school, or pursue any educational program he desires, and receive educational assistance from VA?*

A: Yes, if the course or program leads to a recognized educational, vocational or professional objective, and is approved by a state approving agency.

Q: *I would like to enter college next summer. Should I advise the VA now, or enroll and advise the registrar of my veteran status at that time?*

A: You should inform the VA as soon as possible of your plans to enroll.

Q: *I am training as an apprentice under the GI Bill. As part of my training, my employer has asked me to take a correspondence course. Will VA pay for the lessons*

completed through correspondence, in addition to providing the allowance under the apprenticeship program?

A: No. you may not be paid for a correspondence course at the same time you are training under an apprentice program.

Q: *I did not complete high school, but was accepted as a college student under the GI Bill on the basis of my GED test. I now find that I am having trouble with some subjects and cannot keep up with my class. I have been advised to seek special help. Can VA help me?*

A: Yes, if your school certifies that you need tutorial help to avoid failing a course, you may receive up to \$50 a month for nine months to pay a qualified tutor. Application should be made to VA on form 21E-1990T.

Q: *I am a Vietnam veteran attending school under the GI Bill. Does this bar me from the home loan benefit?*

A: No. The availability of the home loan benefit is not affected by the education benefit.

Q: *I received 36 months of training under the Dependents Educational Assistance program before I was ordered to active duty. Am I still eligible for education assistance under the GI Bill?*

A: Yes. If you serve on active duty at least 181 days and receive other than dishonorable discharge, you will be eligible for additional education assistance. In general, a veteran may use up to 48 months when entitled under two or more programs, but all time used is deducted from the maximum entitlement.

Q: *Several years ago I elected to receive military retirement benefits rather than VA disability compensation. Is it too late to change?*

A: There is no deadline for changing to compensation from VA in lieu of retired military pay. However, you must take a VA medical exam to determine the degree and nature of your disability and the amount of compensation to which you are entitled. You can make arrangements for this examination through the nearest VA office.

Q: My father was a World War II veteran, and after his death I received \$40 per month death pension. I am now a 22-year-old Vietnam veteran enrolled in college under the GI Bill. Am I still eligible for the pension benefits in addition to my veteran benefits?

A: Yes, if you have never married, and meet the income limitation of \$1800 maximum, you will be eligible for the \$40 pension benefit until you reach age 23. Your GI Bill payments, in excess of the amounts expended for training, are considered income.

Q: I receive VA compensation for a service-connected disability. Am I also eligible for medication from the VA?

A: Yes, a veteran is eligible for medication from the VA if required for a service-connected disability.

Q: Is it true that World War II veterans may apply for a GI loan without regard to the length of time they have been out of the service?

A: Yes, a recent law restored unused expired loan guaranty entitlement to all veterans who were previously eligible. There is no longer a time limit on applying for a GI loan.



Q: I recently was awarded Dependency and Indemnity Compensation as the widow of a veteran killed on active duty. I am also a veteran and have my certificate of eligibility for a VA home loan. May I now obtain two home loans—one on my husband's service and one on mine?

A: No. An unremarried widow of a man who died while on active duty or from a service-connected disability is eligible for a home loan based on her husband's entitlement, but only if she is not eligible on the basis of her own active duty.

Q: I am a disabled veteran receiving additional compensation for my 17-year-old son who recently enlisted in the Navy. Must I report his enlistment to VA, and will VA stop the additional compensation because of his enlistment?

A: No to both questions. The additional compensation will continue until your son reaches age 18, regardless of his military service.

Miscellany

Noncareer Officer Assignment

Q: If I know and you know that I'm not the least bit career-oriented, why can't I have shore duty for my second 18-month assignment? This would leave one more career-enhancing sea billet for a career-motivated officer.

A: The highest priority manning requirements are in Vietnam

tion for effective inactive Reserve duty—and for active service in the event of mobilization. And you might change your mind, and if you do, as a two sea tour experienced officer, you'll be in a far more competitive position to pursue a naval career.

Active List

Q: What comprises the "Active List of the Navy"?

A: This is the list of Regular Navy officers, other than retired officers, holding permanent appointments in grades above CWO-4.

Recruit Leave Extension

Q: I understand that if I talk a buddy into joining the Navy while I'm home on recruit leave, my leave will be extended. Anything to this?

A: The Navy authorizes a five-day extension of leave for each applicant a new recruit is instrumental in recruiting. The maximum extension authorized is 10 days.

School Early Out

Q: I'd like to be released from active duty before my EAOS in order to attend college. What's the general rule on this?

A: Early separation to attend college is possible—provided your requested date of separation is within three months of your EAOS and, within this limitation, not earlier than 10 days before your class convening date. Waivers of the three-month rule are not granted.

Auto Insurance

Q: Is a Navyman required to present his automobile insurance policy when applying for a permit to drive and park his car on a military installation?

A: Under SecNav Inst. 5560.1 you need only certify in writing that you possess the required liability insurance. "Any further requirement," the directive states, "to support possession of automobile liability insurance is prohibited."

and at sea. With a serious shortage of 1101 lieutenants, sea-experienced lieutenants (jg) are needed to maintain minimum experience levels in sea billets, and you qualify. There are related factors which perhaps you have not considered. For a noncareer officer, service at sea can be considered as prepara-

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Pers-31, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

● **USS Borum (DE 790)**—A reunion of former crewmembers will be held in July. J. B. Fortenberry, P. O. Box 12, Lincoln, N. C. 28092, has the details.

● **302nd Seabees**—The battalion's 24th reunion will be held 16-18 July at Valley Forge, Pa. For information contact William Zebrowski, 23 Spring St., So. Hadley Falls, Mass. 01075.

● **3rd Special Construction Battalion**—Former Seabees of the World War II battalion will reunite in St. Louis 16-18 July. Bill Ortmann, 11216 Flori Drive, St. Louis, Mo. 63123, has full information.

Reunions

● **Marine Corps League**—The 48th national convention will be held in San Antonio 9-13 August. For details contact Mack McKinney, 5222 Prince Valiant Dr., San Antonio, Tex. 78218.

● **Submarine Veterans of World War II**—The 17th annual reunion and convention will be held in Houston 18-22 August. James A. Woodall, 16 Gulf Lane, Galveston, Tex. 77550, has the details.

● **107th Seabees**—The 17th annual reunion for former members of the construction battalion will be held in Plymouth, Mass., 4-6 September. For information contact Samuel B. Cross, Westhampton Beach, N. Y. 11978.

● **USS Magnet (AM 260)**—Former crewmembers of the period 1944-1946 may contact Edward J. Bistriski, 877½ W. Lombard St., Baltimore, Md. 21201, for

information regarding a proposed reunion.

● **USS Oakland (CL 95)**—Plans for the first reunion of men who served on board during the period July 1943-February 1949 are being coordinated by GMCS Lawrence J. Reilly, Sr., 2334 Minuteman Way, Costa Mesa, Calif. 92626. Contact Chief Reilly for details on the reunion site and dates.

● **Reserve Squadron VC/VS-873**—Former members of the NAS Oakland-Alameda squadron may contact D. L. Pittman, 157 Homewood Ave., Napa, Calif. 94558, for reunion information.

● **USS Gleaves (DD 423)**—The annual reunion of the USS Gleaves Association will be held in Seekonk, Mass., on 31 July. For details, contact John D. Bussey, 89 Catlin Ave., Rumford, R. I. 02916.

'Profile' Was Professional

SIR: While you have always focused on people, the February issue of **ALL HANDS** seems to have an even more personal touch—there is compassion. "The Profile of a Professional" was beautifully done, especially the pictures. The articles on Hong Kong and Ecology could easily have been cover stories, and Chief Black also comes on strong. My congratulations to you and your staff. And, I wonder if we are witnessing a subtle mutation among Navy people toward "Elmoism." There are indications that such a process is underway—let's hope so.—Captain W. B. Barrow, Commander Fleet Air Norfolk.

● *It is most encouraging to the members of the staff to receive comments like yours—particularly since they represent the opinion of the commander of one of the Navy's Fleet aviation commands.*—Ed.

Wellington-style Boots

SIR: I have noticed that many officers and chief petty officers wear Wellington-style boots with their working uniforms. Are POs and below also allowed to wear boots with

the working uniform?—YNSN P. E. H.

● *The Chief of Naval Operations recently approved the wearing of plain-toed, black, Wellington-type boots with enlisted working uniforms on an optional basis. Further details will be spelled out in a forthcoming change in U. S. Navy Uniform Regulations.*—Ed.

Switching to Open Rates

SIR: I read in the February issue of **ALL HANDS** that a steward can still change his rate to one of those on the open rates list. According to the list, DP and YN are open rates, and I would like to know if a Filipino steward who is not a U. S. citizen is eligible for those rates.—M. A. D., USN

● *The Manual of Advancement, paragraph 302.6, lists the rates and ratings which require eligibility for access to classified information and includes DP and YN. Filipino stewards who have not become U. S. citizens are ineligible to serve in ratings that normally require access to classified information. BuPers Notice 1440 (18 Feb 71) contains information about change of rate for stewards and lists the ratings that are "open" and those*

requiring security clearance eligibility.—Ed.

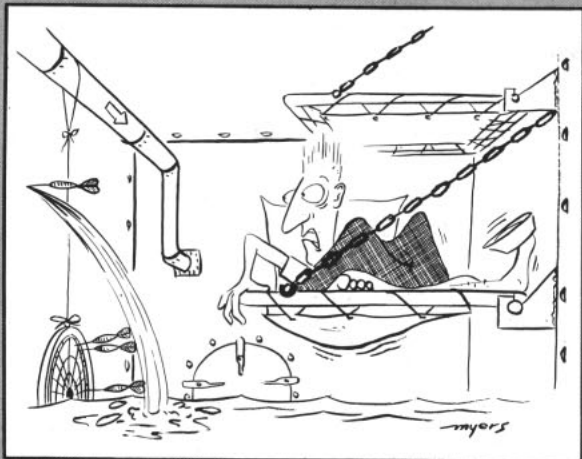
Staff Officers as OOD Volunteers

SIR: I noticed in the November 1970 issue of **ALL HANDS** a letter inquiring about the use of staff officers as OOD, which brought to mind an experience I had while serving in **USS Dennis J. Buckley (DDR 808)**.

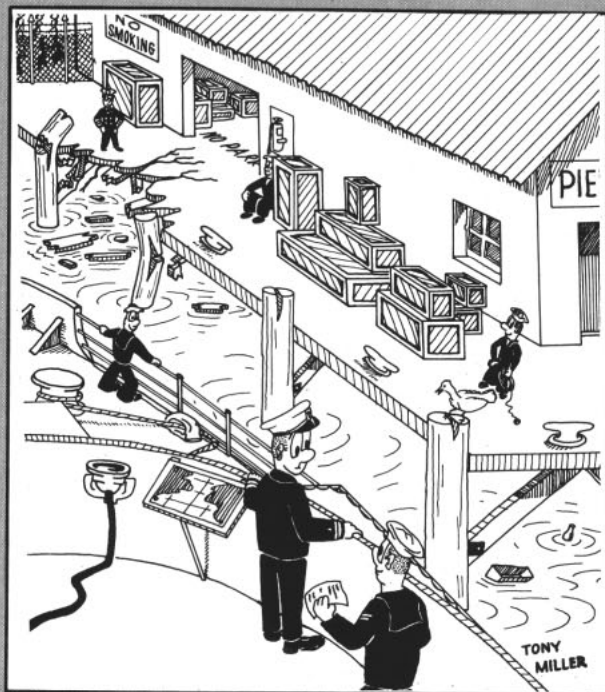
At that time the captain was qualifying all officers and any chief petty officers who were interested in standing OOD underway. Among those who volunteered and were qualified were the squadron doctor and chaplain, both of whom handled the ship during underway replenishment and in docking and undocking the ship.

The normal practice was for the signalman to fly the church pennant over the course pennant and speed flags when the chaplain had the conn. As you might imagine, this practice usually led to all sorts of questions from ships who were operating with us for the first time.—C. H. B.

● *Your comments on qualifying for OOD aboard Buckley are most interesting. We can very well imagine the puzzled glances from other ships when the chaplain had the conn.*—Ed.



QM2 Anthony W. Miller, Jr.



"Sir, port services just called and cleared you for another attack on the pier."

CTC Ernest M. Mawn, Jr.



"My division officer told me to get on the ball."

LT Thomas F. Gleason



"You sure the Chief won't find us in these boxes until the working party is over?"

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CDR Billups E. Lodge



"That's funny—you'd think they'd have made the admiral's barge a lot sturdier than that."

JOSN David H. Lemon



"Just my luck to get stuck in the middle of the ocean with a boatswain's mate and a can of paint."

TAFFRAIL TALK

MANY A NAVY SHIP over the years has arrived in port at the end of a hawser, towed in by a fleet tug after some mishap at sea. It's not so often that a ship pulls a tug in, but the Seventh Fleet guided missile destroyer *USS Somers* (DDG 34) took advantage of a rare opportunity to turn the tables.

While underway for a local operations area near Subic Bay, *Somers* approached a fleet tug, *USS Tawakoni* (ATF 114), lying dead in the water. The tug signaled *Somers* that she had experienced engineering problems that made it impossible to proceed into port under her own power—and that she could use some help.

The destroyer pulled ahead of *Tawakoni*, passed a line over to her and, after it was fastened at both ends, headed slowly toward port with the tug in tow.

Two hours later, Subic Bay was treated to the unusual sight of a fleet tug bobbing gently at the end of a line, following in the wake of a destroyer.

Later on, a message sent from *Tawakoni's* CO to *Somers'* skipper commented on the professionalism and rapid response exhibited by the destroyermen and ended with: "Smaller boy thanks small boy."

★ ★ ★

WHO LISTENS, and how much do they hear—and understand—when they do? According to a business organization in the San Francisco area, there are some statistics available. The statement, "No one ever listens any more," they report, contains a certain amount of truth, although there's no evidence that people listened any more attentively in the good old days.

Recent surveys, they add, have shown that people spend around 70 per cent of their waking hours trying to communicate with other people. Of this time, the average person spends 45 per cent listening, 30 per cent talking, 16 per cent reading and nine per cent writing.

The surveys also showed that, at the production line level, employees only heard and understood about 20 per cent of what they were told. Even at the management level, business executives comprehended only about 66 per cent of what they heard. A few lessons are to be learned from these statistics. First, just because you are talking, don't assume that anyone is listening—or understanding—if he is.

The report came up with a couple of observations that we couldn't agree with more. Communication is a two-part activity, it summed up—just be sure that you are fulfilling your responsibility so the vital link can be completed. And, somehow, there should be a motivating factor in what the speaker is trying to impart to the listener.

Next time your wife says, "You're not listening to me!", think a minute. She may be right.

The All Hands Staff

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• **AT RIGHT: KEEPING A SHARP EYE**—Crewman aboard the destroyer *USS Hawkins* (DD 873) mans his station as port lookout.—Photo by PH1 Claude V. Sneed.



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